

The Autocar



THE 'FIVE-STAR' CARS The new 'Zephyr-Six' and 'Consul' are 'Five-Star' cars indeed! In each of these two great cars is incorporated *every* feature that contributes to motoring pleasure and satisfaction, at the absolute minimum of cost.

A 'Five-Star' car combines the following five points:

★ Revolutionary O.H.V. Engines, 1,508 c.c. 4 cyl. in the

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★ Entirely new type Independent Front-Wheel Suspension with built-in double-acting hydraulic shock absorbers
 ★ Hydraulically-operated brakes and clutch
 ★ Centre-Slung seating
 ★ All-Steel Welded Integral Body Construction.



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The Bristol Stock Saloon which recorded the fastest 1 hour run ever (104.78 m.p.h.) by a 2 litre car was fitted with its standard equipment plugs - K.L.G. TYPE P.TEN.L.80.

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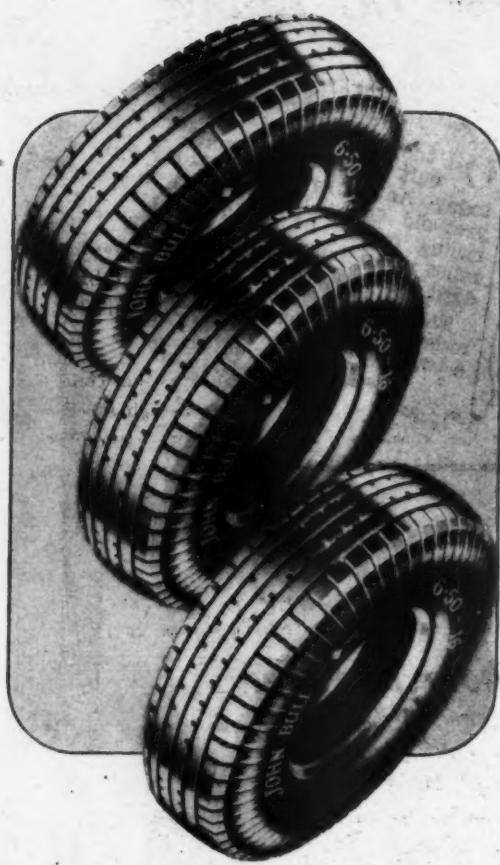
The Finest and Fastest on Earth

(Subject to official confirmation)



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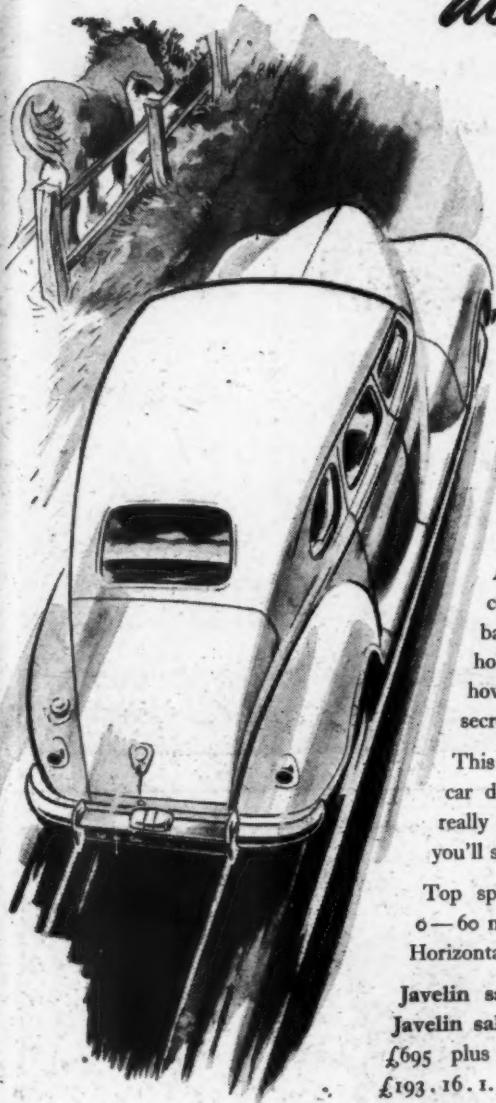
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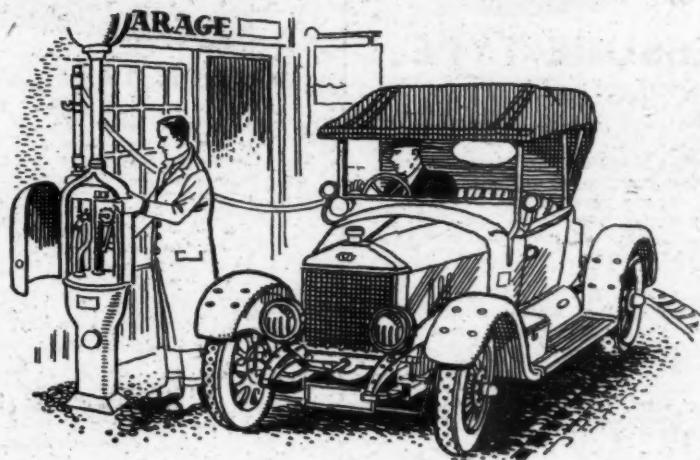


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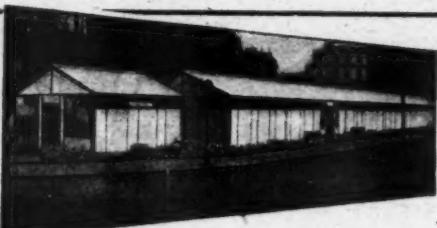
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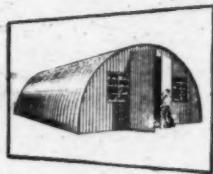
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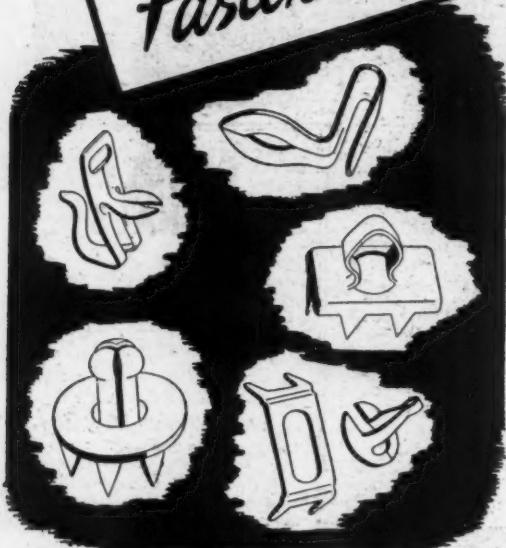
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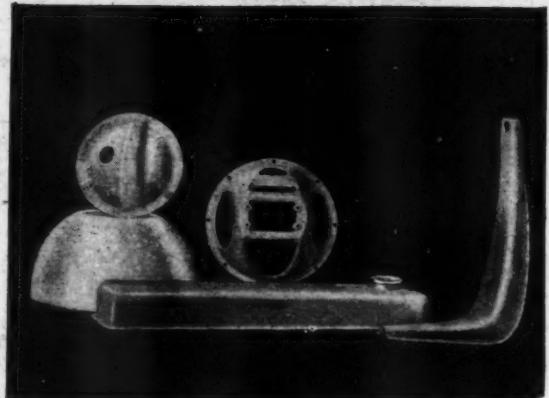
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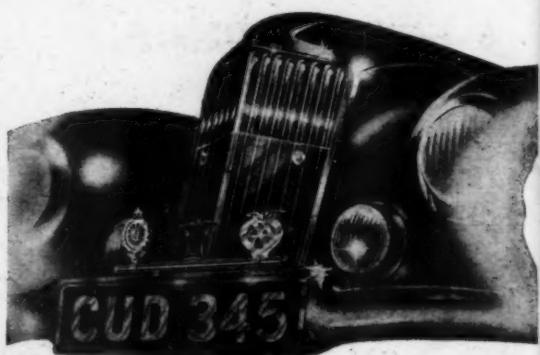
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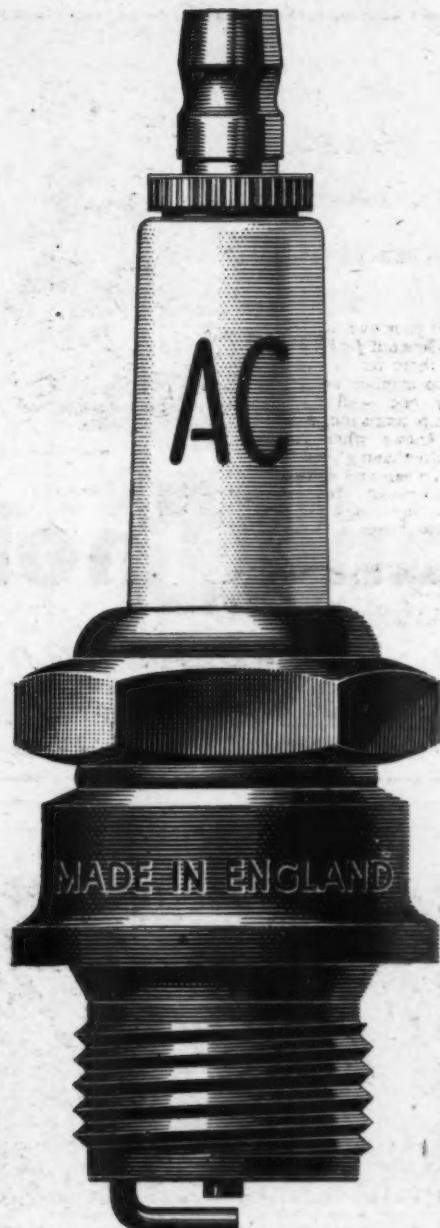
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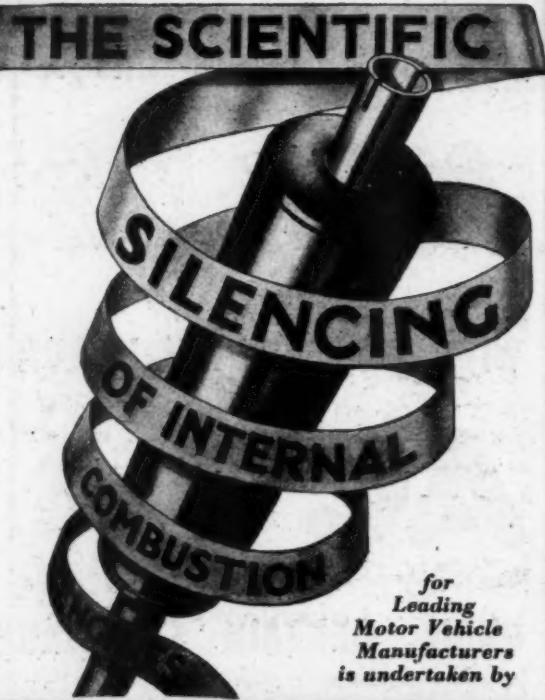
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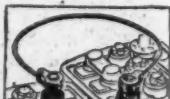
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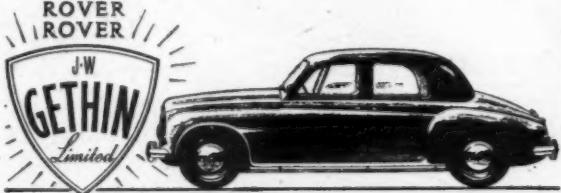
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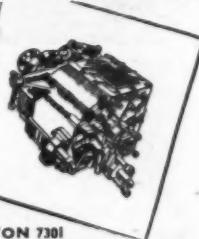
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The Autocar

FOUNDED 1895

No. 2870

FRIDAY, DECEMBER 1, 1950

Vo. XCV

No Half Measures

MOST important conclusion arising from the expedition to Canada early this year, in order to study car heating under conditions of extreme cold, is that body sealing is of paramount importance, as, indeed, it might well have been expected to be. Local draughts were found to have a quite disproportionate effect on interior temperatures. Summarized conclusions appear on page 1203.

The fact poses a pretty problem. Obviously, if warm air is to be fed rapidly into a sealed container there must be provision for its outlet, otherwise pressure will rise to discomfort level. Such outlets must, however, be so designed that pressure within always slightly exceeds pressure without, even when speeds are constantly changing, and when change of wind and direction may result in a direct draught blowing on the orifice. It is plain that haphazard window opening will not fulfil all the needs in this respect, and it will be interesting to see what methods are devised as car heating develops from the hit-or-miss to the precise.

The expedition, in fact, has shown that completely controlled ventilation is necessary if the car occupants are to be kept happy and comfortable in all conditions. Fortunately the attainment of this is not as difficult as it might sound, owing to the obliging tolerance of the human body in matters of degree and humidity. The man who is "warm" need not necessarily be at a precise point on the Fahrenheit scale, and humidity can vary over a wide percentage before he will complain of "mugginess." None the less, discomfort is speedily reached when a third disadvantage is introduced—an inadequate supply of *fresh* air; the combination of incorrect temperature, excessive humidity and lack of oxygen is a well-known cause of body upset, usually resulting in faintness.

This fact more or less condemns the heater that merely circulates air from the interior through a source of heat. It may work quite successfully at favourable ambient temperatures in a badly sealed car, through the cracks in which fresh air can join the circulating stream, but really good sealing will make it unsatisfactory. Few would retort that, in that case, good sealing need not be too energetically sought, for sealing is important not only from the point of view of heating, but also against water and the type of dust that is encountered overseas.

High Speed Testing

IF M.I.R.A. plans come to fruition, it will shortly be unnecessary for cars to be taken out of this country in order to undergo continuous high speed testing.

The expenditure of £150,000 on the proving ground at Lindley, in the Midlands, would be sufficient to transform the perimeter track of that admirable testing ground into a circuit on which sustained speeds of over 100 m.p.h. would be possible. The need of such a circuit is obvious, as has been repeatedly stressed in this journal, not because 100 m.p.h. is a desirable speed on British roads, but because there is no substitute for continuous driving at maximum speed as a means of finding out the points in a car's design needing improvement. Moreover, world leadership in car markets and design is maintained only by leadership in all relevant directions, and speed is certainly one of these, and a very important one in foreign buyers' eyes.

The sum necessary for the provision of the speed circuit will be mainly spent on the expensive practice of banking the corners in order that they may be taken faster than at present, and, although it is unfortunate that the need should arise at a time of very high costs and scarce materials, little doubt that the money will be found should be allowed to arise. It is true that the industry is appealing for Government assistance to the extent of £50,000, and equally true that the project is one to which the Government might well subscribe, but we should be sharply critical of such a wealthy industry if absence of Ministry support led to failure.

IS DESIGN AT A STANDSTILL?

by A. G. Douglas Clease,
B.Sc., A.M.I.Mech.E.

A COMPARISON OF SPECIFICATIONS AT THE COMMERCIAL VEHICLE AND CAR EXHIBITIONS AT EARLS COURT SUGGESTS THAT THE BRITISH "HEAVY" DESIGNERS ARE MAKING MORE PROGRESS

HERE have been two motor shows at Earls Court this year. The first was the commercial vehicle show, which preceded the second, the car show, by a month. It may seem like heresy to the car enthusiast to suggest that the first transcended the second in technical interest, but that is my opinion and I find that it is one held by many. The plain fact is that car design at home has settled down at the present into a static condition, whereas the design of passenger- and load-carrying vehicles is still in a fluid state. There have been few startling innovations in British car design since the war, but in commercial vehicles quite a number of unorthodox designs have made their appearance and are proving highly successful.

Reasons for this state of affairs are not hard to find. Our car manufacturers are constantly being urged to increase exports, and in their very successful endeavours to do so they have concentrated on output and have shunned anything that might interfere with production. Now nothing is more calculated to upset production than the introduction of a new model. The existing output has to be tapered off to allow production of the new model to begin. The tempo has to slacken.

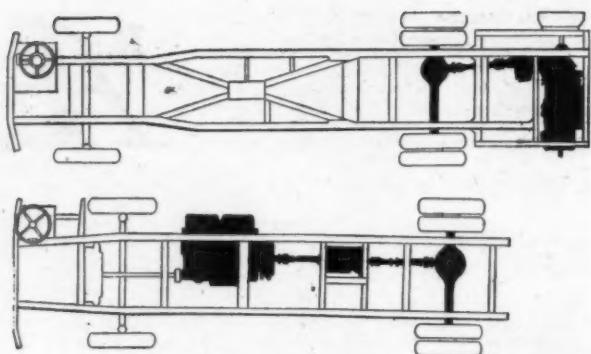
It may be argued that commercial vehicle manufacturers are subject to the same influences. That is partly so, but while their products are vastly larger in size they are much smaller in numbers, and the introduction of a new model is proportionately less disturbing.

Is the Customer Satisfied?

It is also possible that car manufacturers have got nearer to offering their customers what they require than have commercial vehicle producers, so that there is not the same urge to seek improvement by new designs. The modern car does all that its owners require of it in a smooth, efficient manner. So why change it?

With commercial vehicles it is a rather different matter. There is always the goal for the designer of increasing the pay-load to a greater extent than his rivals, whether the load be goods or fare-paying passengers. In that probably lies the reason for many of the unorthodox heavy vehicle chassis of today. Again, because the heavy vehicle is primarily a money earner the purchaser is prepared to pay for features which enhance the vehicle's capacity to earn money. He is also prepared to accept unorthodox features if they serve a useful purpose, such as increasing the load-carrying capacity or reducing operating costs.

A feature of the commercial show was the number of underfloor-engined chassis for single-deck buses and coaches. It is obvious that the reason for this development is the desire to achieve the maximum amount of space for passenger accommodation. Now, the same desire exists in the car world and in consequence we have seen the engine moved farther and farther forward. So why



should car designers not borrow this feature from the "heavies"? True, it is unorthodox, but it has proved to be every bit as reliable as the conventional vertical engine at the front of the vehicle.

There is, of course, relatively more space beneath the floor of a bus or coach in which to locate the engine than there is in a car. But need the modern car be quite so low built and need its floor line be so low? Again, the flywheel casing is the widest part of an engine and it could conceivably be allowed to project above the floor line if it were located beneath the front seats. This has actually been done on a double-deck bus, where the floor line has to be lower in order to allow for the upper deck. In short, I do not think that the problem of providing adequate ground clearance beneath an underfloor engine would prove very difficult.

Short Transmission Lines

Other advantages are offered by the underfloor engine; the transmission line is shorter and the engine is more accessible for maintenance through a removable side panel. One of the disadvantages of the very forward engine position now fashionable on cars is the increased length of the transmission line, which frequently necessitates dividing the propeller-shaft into two, with an additional universal joint and a steady bearing. Also, the prevailing full-width body fashions render the engine and its accessories far from accessible; this is appreciated by some manufacturers, who accordingly make the bonnet surround, i.e., sides and front, so that they can be detached, although this is more a job for the well-organized service station than for the private owner. With an underfloor engine excellent accessibility could be provided from beneath the car, although this would entail using either a hoist or a pit.

One of the latest underfloor-engined chassis, the Dennis Dominant, I found extremely interesting in many of its features, apart from the layout of the flat six-cylinder diesel engine and the transmission. The care taken to provide complete ease of control is obvious at a glance. The driving seat is adjustable for height and leg reach, and is mounted on a platform which is part of the chassis, with the steering wheel, instruments and switches carried by a light alloy casting not unlike a ship's binnacle. Thus everything is in easy reach, and in sight, is rigidly supported against vibration, and gives the driver a feeling of confidence as well as insuring him against fatigue. The controls also need little physical effort, for the Hobbs transmission is used (described in *The Autocar* of November 21, 1947), which is semi-automatic in action, no clutch pedal being necessary and only a short "thumb and finger" gear lever in a tiny gate, while the brakes are applied by vacuum or air pressure.

Then there is the Foden rear-engined chassis, offering an alternative method of providing maximum passenger

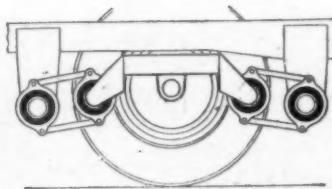
Left: Two bus chassis in which the engine has been banished to an underfloor position, in spite of its size and a low chassis level. The upper chassis, a Foden, has the engine at the rear, driving forwards to the axle by a short transmission line. In the lower diagram is an A.E.C. with a "flat" engine, lying with the cylinders horizontal, and a separate gear box farther back. Note the drive shaft for certain auxiliaries running forward from the engine.

Right: Two views of an imaginary car with a flat engine lying under the rear seats and made integral with the gear box and final drive. Independent rear suspension by swinging axles is used. The arrangement gives a low centre of gravity and does not, as applies with a normal rear engine, do away with the locker.

space. The engine is placed across the chassis at the extreme rear and the transmission line runs forward at an angle from the right-hand side, where there is a bevel gear, to the gear box and thence to the final underslung worm drive of the rear axle.

Here is unorthodoxy to a degree! But the engine is a six-cylinder two-stroke and is supercharged. It is small, by commercial vehicle standards, having a capacity of only 4.1 litres, but it develops 126 b.h.p. at 2,000 r.p.m., or a fraction over 30 b.h.p. per litre. Compare this with a typical six-cylinder 4-litre car engine which has an output of 120 b.h.p. at 3,700 r.p.m. Here certainly is food for thought, especially as the Foden two-stroke has proved to have a commendably low fuel consumption.

I have ridden in a coach built on this chassis and its "feel" and performance are *akin* to those of a car, although not perhaps *comparable* with them, which one could hardly expect. After all, the chassis is 30ft long, on a wheelbase

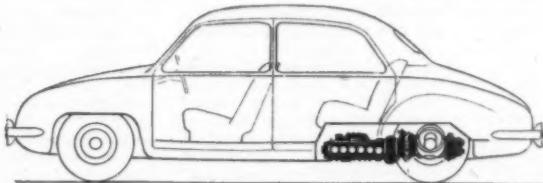
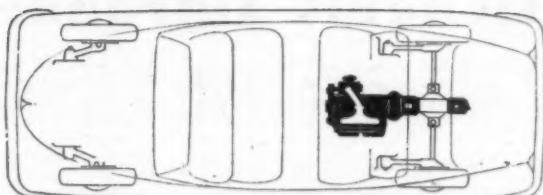


"Midland Red" rubber suspension. The rubber bushes (shown solid black in the diagram) are in increasing torsion as the wheel rises.

of 16ft 6in, the overall width 7ft 6in or 8ft, and the weight 4 ton 4 cwt, or, of the fully laden coach, just over 10 tons.

For progressiveness consider the following brief details of the specification of a single-decker bus: Integral construction of body and chassis in light alloy, independent front wheel suspension by wishbone links and coil springs, rubber rear suspension, underfloor engine which has a light-alloy cylinder block-crankcase casting, gear box with Elektron casting, hypoid bevel final drive. This has recently been put into experimental service by the Birmingham and Midland Motor Omnibus Co., known familiarly as Midland Red, after giving extremely promising results in development testing, which included the notorious *pavé* section at the M.I.R.A. proving ground. I have ridden in this vehicle over the test *pavé* and its performance at all speeds over the atrocious surface is remarkable, giving a flat ride free from pitching and with no discomfort.

In another commercial vehicle chassis, the JNSN (Jensen), much use is made of light alloy in order to keep the vehicle weight low. The builders of commercial vehicle bodies, especially buses and coaches, also use light alloys very extensively and there are about a dozen bodybuilders who employ it almost entirely. Here is, perhaps, an instance of first cost not being so important to the purchaser as it is with cars, for the operators will recoup themselves by the lower fuel cost which follows from the saving of weight.



It has been estimated that as much as one ton may be saved by building a bus or coach largely of light alloy.

On the other hand, one finds commercial vehicle operators willing to accept fittings which must add appreciably to the weight, provided that they are of a character likely to have a beneficial influence on the yearly balance sheet. Examples are the chassis lubrication systems, which by minimizing wear reduce maintenance charges and, equally important, reduce the time lost in effecting maintenance overhauls, and heating systems, which by increasing passenger comfort tend to attract more fares.

Different Tasks

It requires little thought, of course, to realize that the car designer and the bus or coach designer have very different tasks, although there is a close similarity between their vehicles in many ways. But it is intriguing to speculate on the type of car they might produce if they pooled ideas.

The engine might be a horizontal six-cylinder supercharged two-stroke of 2-litre capacity, with the cylinders in line projecting to the left side for underfloor mounting. If it proved too difficult to find space for the blower the engine might be a flat horizontally opposed eight-cylinder. Transmission could include an hydraulic coupling, a semi-automatic gear box with three ratios, and a short shaft to a two-speed final drive mounted on the chassis, the rear wheels being independently sprung and being driven through universally jointed half-shafts. The final drive would give a high ratio for open road cruising and a lower one for traffic driving.

There would be no chassis frame, and the body shell and floor structure, of light alloy, would support the engine and transmission units. Front suspension also would be independent, rubber in torsion being used, instead of steel springs, at front and rear. A wheelbase of 8ft 6in would be ample for a quite commodious body, the passengers sitting within the wheelbase, and the kerb weight would not be allowed to exceed one ton. The price? Ah! there's the rub!



Control position: the Dennis Dominant has a seat adjustable for height and leg reach, instruments in a self-contained panel round the steering column, and a small automatic gear lever in the same panel.

Renault Introduce Orthodox 2-litre

FRANCE'S nationalized Renault company has announced an entirely new model, which will supplement the present rear-engined 760. It is known as the Frigate, and is a full-sized six-passenger car, with a four-cylinder overhead valve engine of nearly 2,000 c.c.; it weighs only 21 cwt and has a claimed maximum speed under full load of 80 m.p.h., and a petrol consumption stated to be 28 miles to the gallon at a maintained average of 47 miles per hour.

The car comes into the same class as the front-wheel-drive 15 h.p. Citroen, of which it doubtless will be a great competitor, at least on the French market. The new Renault is not likely to be in production in any appreciable quantities before the late summer of 1951, the intention being to erect an entirely new factory for its production some distance to the west of Paris; no more ground is available for extensions at Billancourt.

In laying out the new model the Renault engineers have adopted many of the principles found in the smaller car: chassis-less construction, the one-piece all-metal body receiving the mechanical components, and independent suspension all round with coil springs. The engine, however, is in front, with the drive to the rear axle through a four-speed gear box.

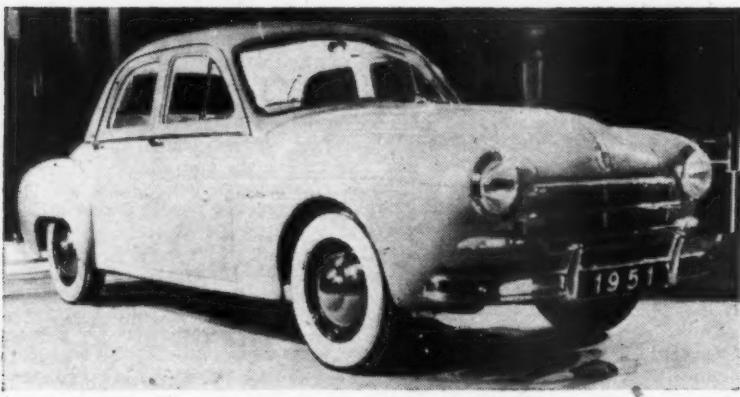
Engine dimensions are 85 and 88 mm bore and stroke, giving 1,997 c.c.; the compression ratio is 6.8 to 1, and the valves are overhead, with push-rod and rocker arm operation. The crankshaft is

carried in three plain bearings. The gear box gives four speeds with synchromesh, the fourth being an overdrive, and the gear lever is mounted under the steering wheel. Unsprung weight is reduced to a minimum by mounting the differential on the body itself. The coil springs are supplemented by telescopic hydraulic dampers, and the brakes are hydraulic.

The general lines of the car are practically "slab-sided" with four doors having concealed hinges, and all hinged forward. The one-piece windscreens has a rather pronounced curve, head lamps are semi-recessed in the wings, and there is a rectangular intake opening for air to the radiator, with three quite plain horizontal bars. The passengers are carried completely within the wheelbase, three abreast, and the spare wheel is mounted vertically in the luggage locker; the rear seat squab is designed to fold down, giving either increased luggage space or a full-length bed. The rear window is of practically the same dimensions as the windscreens. Heating and controlled ventilation are provided. Body design has been very carefully carried out, the only projections being the four door handles.

The launching of the Frigate was marked by an imposing ceremony, the company securing the use of a portion of the Palais de Chaillot, one of the finest buildings in Paris, and the presence of a Minister of State. Admission was by invitation only, but the crowd was so great that many did not even see the top-mast of the frigate!

The price of the car has not been officially announced, but according to reports it is likely to be near £600. The production programme is being based on 250 cars per day.



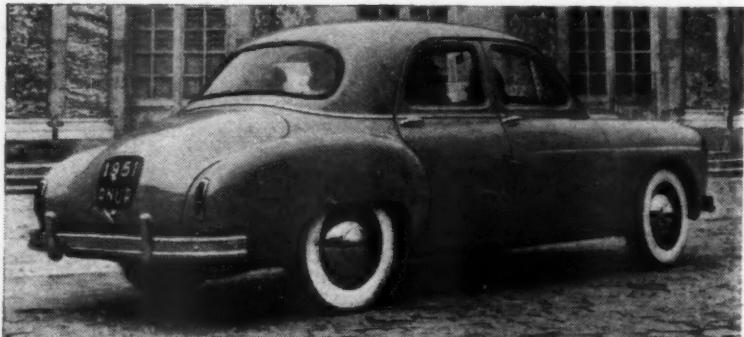
The new model has extremely wide screen and rear window in full-width bodywork seating three abreast.

SPECIFICATION

Engine.—4 cyl, 85 x 88 mm, 1,997 c.c. Overhead valves. Three-bearing crankshaft. Compression ratio 6.8 to 1.

Transmission.—Four-speed gear box with synchromesh; fourth speed is an overdrive.

Main Dimensions.—Wheelbase 9ft 2in, track 4ft 7in, overall length 15ft 3in, width 5ft 8in, height 5ft. Weight 21 cwt (2,352 lb).



CROSSING RULES REVISED

PEDESTRIANS lose some of their privileges under the new pedestrian crossing rules which the Minister of Transport proposes to make. Mr. Barnes announced these in the House of Commons on Monday of this week. The most important change is at light- or police-controlled crossings, at which the rights and duties of drivers and pedestrians will not be defined, the Highway Code governing the procedure; in general, control is left to the police officer or the lights. Stud markings only will be retained at such crossings.

Uncontrolled crossings will carry the zebra marking developed by the Road Research Laboratory, and pedestrians will

continue to have precedence on these. Crossings which are only intermittently controlled by police will also be zebra marked, control being invested in the police when present. At other times pedestrians have precedence.

The Minister agreed that there were too many crossings, and proposes to rationalize them. He hoped that the simplification would lead to renewed respect for the rules.

The best that may be said of Mr. Barnes' efforts with the crossings is that he has done as much as might be expected, but that the fundamental difficulties remain unaffected. These are three in the main: (i) the difficulty of

making clear to each other the intentions of both parties at the crossing; (ii) the fear of the motorist who stops that his action will cause the pedestrian to cross in front of his vehicle, only to be struck by an overtaking vehicle (in this connection it must be emphasized that, by law, the "I am stopping" signal is merely informative and exercises no compulsion on the overtaking vehicle to stop); (iii) the impossibility of proceeding at such a speed when approaching crossings as to be able to stop if a pedestrian commences to cross, as is required by the rules. A little consideration will show that, if this is literally obeyed, the car must come to a standstill at the first line of studs.

Conclusions on

CAR HEATING

SUMMARIZED RESULTS OF THE SMITHS EXPEDITION TO CANADA

THE published report has now appeared on the visit to Canada organized by Smiths Motor Accessories, Ltd. for the purpose of proving tests on British car heater systems. Preliminary results of this expedition were given in *The Autocar* of March 3, 1950, and the following more detailed conclusions and descriptions of methods are supplementary to those. Although the report is the work of C. S. Steadman, divisional engineer (automotive products) and E. J. Skinner (technical assistant), the contents must be adjudged of limited interest to the ordinary motorist owing to the anonymity that is, of necessity, preserved as to cars and systems under

test, but the general conclusions are of wide application.

The tests were carried out in the neighbourhood of Winnipeg from February 2 to 23, and the data from which the conclusions were drawn were as follows: Ambient temperature; air temperature rise across heater; water inlet temperature to heater; water temperature drop across heater; water flow through heater; air temperature at each demister nozzle, and air temperature at various points (usually six) in the car interior.

Constant speed conditions were used for test runs, two speeds being employed—30 m.p.h. and 45-50. Results are summarized in Table II, and Table I gives

technical details of the systems used. Detailed tables covering every run and each car are included in the report itself. Both the tables reprinted here should be studied in conjunction with the conclusions.

Best temperature distribution throughout the car body was attained (on cars A and F) by a hot-air discharge located centrally on the internal face of the scuttle pressing. In car A the outlet was about 16 in wide, but in F it was only 5 in wide; there was, however, provision for side diffusion of warm air across F's facia.

No hasty jumping to conclusions is possible, however, because both A and F had two important features in common—

TABLE I : PARTICULARS OF HEATING SYSTEMS TESTED.

Vehicle	General Description of Heater Systems Tested	Whether Fresh Air or Recirculating	Heater Specific Output under Design Installation Conditions—From Bench Tests	Demisting/Defrosting Arrangements	Control Arrangements
A	Fresh air from forward intake behind radiator grille fed via centrifugal blower to centrally placed heater unit on engine side of dash pan.	Fresh Air	Water Flow = 15 lb./min. Air Flow = 120 c.f.m. Heater Specific Output = 1.55 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0.104° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Independent control of temperature of demisting and heating air by air by-pass across heater radiator. Both can be cut off completely and all air diverted to interior or screen at will.
B	Fresh air from forward intake behind radiator grille fed via centrifugal blower to centrally placed heater unit on engine side of dash pan.	Fresh Air	Water Flow = 15 lb./min. Air Flow = 120 c.f.m. Heater Specific Output = 1.55 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0.104° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Independent control of temperature of demisting and heating air by air by-pass across heater radiator. Both can be cut off completely and all air diverted to interior or screen at will.
C	Fresh air from scuttle ventilator via centrifugal blower to centrally placed heater unit on engine side of dash pan. Together with recirculating air fed by an additional centrifugal blower to the same heater unit.	Fresh Air or Recirculating or Both Fresh Air and Recirculating	<i>Fresh Air Only</i> Water Flow = 15 lb./min. Air Flow = 162 c.f.m. Heater Specific Output = 1.85 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0.123° F./°F.T.D. <i>Fresh Air and Recirculation</i> Water Flow = 15 lb./min. Total Air Flow = 198 c.f.m. F.A. = 152 c.f.m. Recirculation = 46 c.f.m. Heater Specific Output = 2.03 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0.135° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Temperature control by means of graduated water control valve. Outlet air can be diverted to screen or interior, or combination of both. Complete shut off by means of scuttle ventilator flap.
D	Fresh air from forward intake behind radiator grille fed via centrifugal blower to a centrally placed heater unit installed inside body under facia panel.	Fresh Air	Water Flow = 15 lb./min. Air Flow = 120 c.f.m. Heater Specific Output = 1.55 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0.104° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Temperature control by means of graduated water control valve. Outlet air can be diverted to screen or interior, or combination of both. Complete shut off by means of scuttle ventilator flap.
E	Circular type heater with propeller type fan, installed centrally under facia panel as a simple recirculator.	Recirculating	Water Flow = 40 lb./min. Air Flow = 72 c.f.m. Heater Specific Output = 0.92 B.Th.U./Min./°F.T.D. Water Temperature Drop = 0.09° F./°F.T.D.	Demisting and Defrosting air supplied to screen nozzles from heater using centrifugal component of propeller fan.	Only control of heating is by rheostat on fan motor. No shut off or temperature control of demister air.
F American	Fresh air from forward facing intake behind radiator grille via heater unit which is in engine compartment on right hand side of dash pan, to a centrifugal blower mounted inside body on dash pan. Central ducted outlet.	Fresh Air	—	Demisting and Defrosting air supplied to screen nozzles from same pressure source as heating air.	Temperature control by means of a thermostatically controlled water valve. Outlet air can be diverted to screen or interior, or combination of both. Three-speed switch control of blower.
G American	Fresh air from scuttle ventilator via heater unit. Normally ram fed. Centrally mounted.	Fresh Air	—	Demisting and Defrosting air supplied to screen via a centrifugal blower from main interior heating hot air supply.	Temperature control by means of a thermostatically controlled water valve. Interior propeller type fan and screen blower driven by a common motor controlled by a fixed position switch.
H American	Fresh air from scuttle ventilator via heater unit. Normally ram fed. Centrally mounted.	Fresh Air	—	Demisting and Defrosting air supplied to screen via a separate centrifugal blower from main interior heating hot air supply.	Temperature control by means of a thermostatically controlled water valve. Common fixed position switch controls both screen blower and propeller type fan for interior boosting.

CAR HEATING . . . continued

a gap of three or four inches under the front seat squabs, and good sealing of the body. Sealing, as might be expected, was found to be very important, and some of the more quixotic results quoted in the report are the result of local air leaks allowing cold air to intrude.

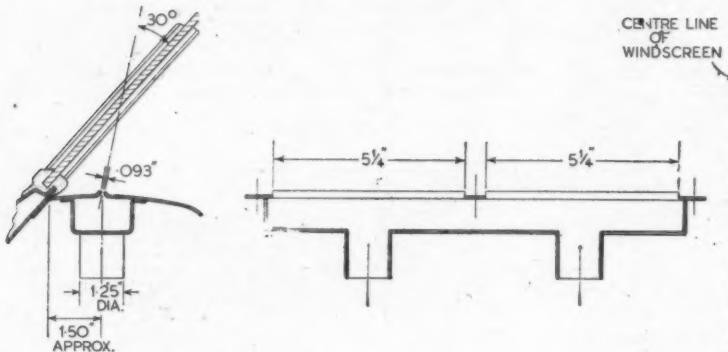
Such uneven distribution of interior heat rendered the means of comparison, the temperature differential between the car temperature and the ambient temperature, of limited value, because a mean of, say, six widely differing body temperatures is by no means the same thing to the car occupants as a homogeneous temperature of the same value. Subsidiary to this fact is that a strong, cold cross-wind on a poorly heated car will upset the t.d. to such an extent as to overshadow any small design changes made to improve the t.d. figure.

Draught sealing was found to be quite the most important factor in obtaining satisfactory heating. Inferior sealing on

ask the question as to whether the subject of car heating justifies a scientific approach. It is only the very broad minded scientist who will append the pencilled note, "This could be guessed," alongside his conclusions, or who will agree that the hit-or-miss method of personal comfort is sufficient, say, for car heating investigations. The reviewer feels that the implied criticism must be held to apply in the subject under dis-

TABLE II: REPRESENTATIVE TEMPERATURE DIFFERENTIALS AT 30-5 M.P.H. AT THE ACTUAL TEST TEMPERATURE AND ALSO CORRECTED TO 0° F AMBIENT

Vehicle Identification	Specific Output of Heater at Nominal Blower Output B.Th.U./Min. /100° F T.D.	Type of Blower and Nominal Output Cu.ft. per min.	Ambient Test Temperature ° F	T.D. During Test Actual ° F.	T.D. Corrected to 0° F. Ambient and 100° F. Inlet Water ° F.	
					T.D. During Test Actual ° F.	T.D. Corrected to 0° F. Ambient and 100° F. Inlet Water ° F.
A	155	Centrifugal 120 cfm	-16	97	85	
B	155	Centrifugal 120 cfm	-10	70	69	
C	155	Centrifugal 120 cfm	-12	80	75	
D	155	Centrifugal 120 cfm	+6	70	77	
E	87	Axial Fan 70 cfm	-5	68	57	
F	—	Centrifugal	+9	86	—	
G	—	Axial	-11	82	84	
H	—	Axial	-20	68	63	



Experimental demister nozzle which gave very satisfactory results on car A.

vehicle B resulted in a t.d. of only 63 deg F at 0 deg F ambient against 82 deg F with the same system, and at the same speed, with car A.

Screen clearance results showed that adequate clearance of mist in English conditions shrinks to a useless panel in sub-zero frost. Car B, using an experimental vent system (above) came out with flying colours—a clear screen under all conditions.

The reader of this report is forced to

cussion. When big issues are at stake—life and death, or maximum economy, for instance—scientific investigation, and its expense and complication, are justifiable. With car heating no big issues seem, to the layman, to be at stake. There is heat and to spare at all normal ambient temperatures under the bonnet of a car, and the ingenuity of the heating engineer must be devoted (as it is) to putting it at the behest of a driver, controllable to a satisfactory degree. With plenty of heat avail-

able, an inefficient distribution to the car interior does not matter provided that no discomfort results in any part of the car. It may be that even this limited aim can be achieved only with full and scientific investigation, but it must be doubted if the report under discussion successfully makes out a case.

The summary of conclusions from the expedition is well worth reiteration. It was found that a nominal 4-kW heating and ventilating set (output 155 B.Th.U. per minute per 100 deg F temperature differential at 120 cu ft per minute) was more than adequate for the normal British saloon under the most severe North American conditions, given good sealing.

Heater as Cooler

Although doubts had existed as to whether there was enough heat available in the engine water jacket to meet heating requirements in extreme conditions, such conditions were not experienced down to -25 deg F ambient (57 deg of frost), although indications were that the state was being approached. At about -40 deg F (72 deg of frost) the heater would adequately cool the engine without the help of the radiator, and provision for complete blanking off of the radiator should therefore be available. In general, British car heating was found to be equal to American.

The Importance of Being M.I.R.A.

SPEAKING at the luncheon following the fifth annual general meeting of the Motor Industry Research Association, the Minister of Supply, the Rt. Hon. G. R. Strauss, emphasized the special importance of the Association at the present time. World conditions, he said, confronted the motor industry with difficult problems. In the first place rearmament might have some effect on supplies and, indeed, it was already doing so because sheet steel could no longer be obtained from the U.S.A., although as the new plant at Margam came into operation it should ease the position. Secondly, hitherto world conditions had been favourable to the British motor industry which, during October, produced 45,391 cars. Of these, 34,701 were exported, of which fact the industry might

be justly proud. These favourable conditions, however, would not last indefinitely and the quality of the product would, therefore, become of more importance and M.I.R.A. could play a crucial role to this end.

Regarding the high-speed test track that is projected at Lindley, on which sustained speeds of 100 m.p.h. will be possible, the Minister said that of the £150,000 cost, the Government was asked to provide £50,000, and he promised that the request should receive sympathetic consideration.

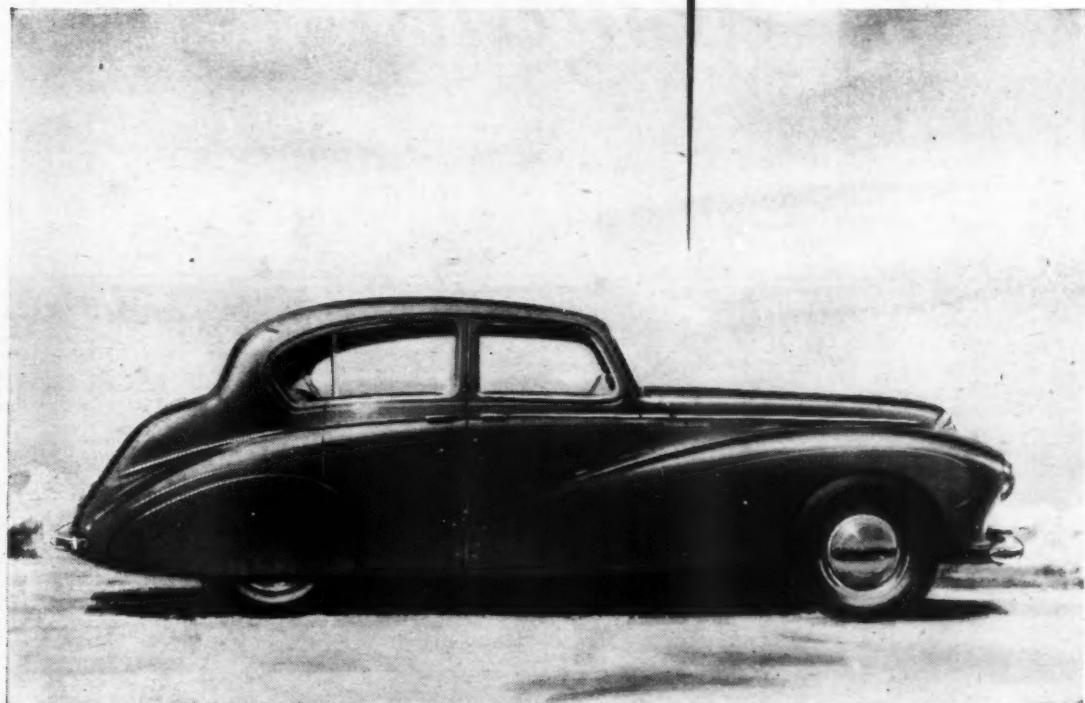
The Minister was proposing the toast of the Association and, in reply, Mr. L. P. Lord, the president, said that M.I.R.A. was making progress but that he considered its income was very meagre and should be doubled. British manu-

facturers should together have at least the research facilities possessed by more than one individual American manufacturer, some of whom had, for years, had high-speed tracks in their research departments. He hoped the Minister could help in the matter of the necessary building licences, and disclosed that it had already taken 12 months to obtain the various permissions to use the land at Lindley in the required manner.

In replying to the toast of the guests, Mr. B. B. Winter, chairman of the Council of the Association, paid tribute to the willing co-operation received from other research associations, especially the Department of Scientific and Industrial Research, the secretary of which, Sir Ben Lockspeiser, replied in lighter vein.

Rootes Group present—

The New
Sunbeam-Talbot
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SMOOTH

New independent front suspension.
Long wide rear springs.
Perfect shock damping.
A revelation in smoothness
and stability.

SPEEDY

New powerful overhead valve engine.
Quick getaway.
Dynamic acceleration. High
maximum speed. Great flexibility.

SAFE

Powerful hydraulic brakes.
Precise needle eye steering.
Wide vision front and rear.
Rigid all-steel body.
Balanced ride suspension.
An exceptionally safe fast car.

SUPREME

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Too much in
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"on demand..."



To obtain even greater service from your India Tyres —
Corner gently • Accelerate smoothly • Watch your tyre pressures

ARE YOU COVERED?

INSURANCE POINTS THAT ARE FREQUENTLY OVERLOOKED

Injuries to Passengers

WHETHER we normally think of it or not, we have a considerable amount of responsibility to those who place their bodily safety in our care while we are at the wheel, and the question frequently arises as to the position of passengers who are injured in road accidents.

A passenger is at law a "third party", and therefore possesses the normal third-party rights of being able to claim damages if he is injured through negligence. A private car policy covers third-party claims, and it follows that our policies usually cover us in the event of claims being made against us by any passenger who is injured. The word "usually" is stressed for a very good reason: it is, of course, compulsory for third-party liability to be insured, but the Road Traffic Act expressly excludes passenger claims from the compulsory requirements (with the exception of fare-paying passengers, who must be insured).

This means that insurance companies can, if they wish, exclude passenger claims without causing the motorist to break the law. They do so only in special cases, especially with drivers under 21, sports cars, sometimes old cars, sometimes particular occupations, and occasionally where the claims experience has been below normal. It is worth while, therefore, to check the point on one's own policy.

The third-party section states in normal cases that an indemnity is granted in respect of all claims made against the insured in respect of bodily injury to any person; this includes passengers. If passenger liability is

excluded, it will be shown by a separate endorsement.

A point to be remembered, however, is that the covering of passenger risks under the policy does not automatically result in an injured passenger receiving compensation; as with any other third party, he must prove negligence against the driver concerned. In collision cases, it is usually obvious that one driver or the other must have some measure of blame, however slight; and if it is oneself, the passengers have a claim which will be met under the policy. If it is the other man who is at fault, the claim will lie against him, and consequently against his insurers.

But these claims take time, and in any event are subject to the process of negotiation before any payment is made; furthermore, it is possible for injuries to be caused in circumstances where negligence cannot be proved, and then, however morally responsible we may feel towards our passengers, there is no insurance cover.

To meet such cases, it is possible to include in the policy personal-accident benefits to passengers, covering death, loss of limbs or eyes, and £6 weekly for temporary total disability following accidents. A typical premium for this cover is 18s 9d per named passenger, or £2 10s for all unnamed passengers in a four-seater car, and the benefits are payable for all injuries, irrespective of liability on the part of the driver. (The passengers retain their third-party rights undiminished.)

Any moral responsibilities which the driver feels can in this way be covered.

Holidays Abroad

THE normal private car policy applies to Great Britain, Northern Ireland, the Isle of Man and the Channel Islands, and full cover operates at all times within these limits. The cover applies during transit by sea between any ports in the area, and also during loading and unloading. No action whatever need therefore be taken by a policy-holder taking his car on holiday to the places mentioned.

A holiday in Eire, however, introduces one small complication in that an Irish Certificate of Insurance is required. The company must therefore be notified in advance, and they will need a temporary Irish address since this has to be shown on the certificate to comply with the law. Apart from this aspect, cover operates normally.

Continental holidays always require prior notification, but, provided this is given, the policy can be extended free of charge to apply anywhere in Europe, or in Algeria and Tunisia, up to a period of three months in any year of insurance; a charge is made beyond this period. At the present time, cover is not usually granted in the Iron Curtain countries, but this is hardly likely to trouble the pleasure motorist.

As with the British Isles, the cover applies during sea transit, loading and unloading. There is, however, a provision that the sea transit must be by a recognized route, and under normal conditions must not exceed 65 hours' duration. Now that air shipment can be arranged to the Continent, it is well to remember that the

policy covers sea transit only, but air transit can be covered if necessary for an additional premium (usually 15s each way for a £600 car).

The procedure, then, in preparing for a Continental trip is to advise the company well beforehand of the dates of departure and return, the countries to be visited, and whether there will be air transit. An endorsement will then be issued and the matter is complete; if you are going to the Scandinavian countries, the company will also issue a small green certificate, the *Carte d'Assurance*, which you should carry in the car. For Switzerland, you will receive an impressive-looking trilingual document for production to the customs when crossing the Swiss frontier. This certificate has to show the engine and chassis numbers of the car, so it is advisable to make sure that the company knows them correctly. Apart from the Scandinavian and Swiss certificates, no other insurance documents are required.

Rugs and Luggage

IT is not always realized that under a comprehensive policy the contents of a car are covered against fire, theft, and accidental damage in the same way as the car itself. Until 1947, most companies charged an additional premium for this cover, but now it is almost invariably included in the normal policy. It is important to remember, however, that there is a limit of £20 in most policies for any one occurrence, and on present-day prices this does not go far towards replacing a stolen suitcase of clothes. The limit can be increased for an additional premium (12s 6d will usually double the limit), but most of us seem to overlook this point until a claim arises.

The wording used is interesting. It refers to "rugs, coats and luggage while in or on the motor car", and although it would be difficult to imagine anything normally carried in a car which would not come within the definition of "rugs, coats and luggage", nevertheless the wording is not quite as wide as it could be. But the words "in or on" are certainly wide, and they include not only the suitcase on the platform at the back, but also the coat slung on the roof by the per-spiring motorist when pumping tyres, and left there absent-mindedly. It would not be advisable, however, to make a practice of leaving valuable rugs over the bonnet when parking the car on a freezing day, and claiming for theft when they are later found to be missing; all policies require the policy-holder to take "reasonable pre-

ARE YOU COVERED ?

cautions" to prevent loss or damage. There are two exceptions to the contents cover. The first is that there is no cover in respect of goods or samples carried in connection with any trade or business, and the reason for this is that trade goods are regarded as an unsuitable risk for motor insurance. If cover is required for them, it is possible to arrange a separate policy at a premium depending upon the class of goods.

The second exception is that the theft cover is usually deleted from the

rugs, coats and luggage section of the policy in the case of open cars. One cannot object to this, of course; but if you have had an open car at any time and replaced it by a saloon, make sure that the company has cancelled the exclusion of theft.

It will probably be realized that not all the luggage one carries is one's own property; friends and relations taken home after a visit have a habit of leaving belongings in other people's cars, and these are as likely as the car owner's own goods to be stolen or

damaged. Fortunately, although it is not normal insurance practice to insure goods other than the policyholder's own, the car policy covers the contents of the car no matter whether they are the owner's property or that of his passengers; a kindly, if reasonable, inclusion.

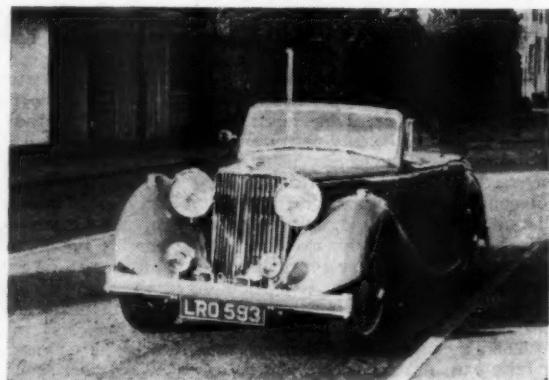
Finally, it may be mentioned that if your policy was taken out before July, 1947, you may find the cover included in the policy itself; if not, it will be part of an endorsement issued with the renewal receipt. Cawdor.

continued

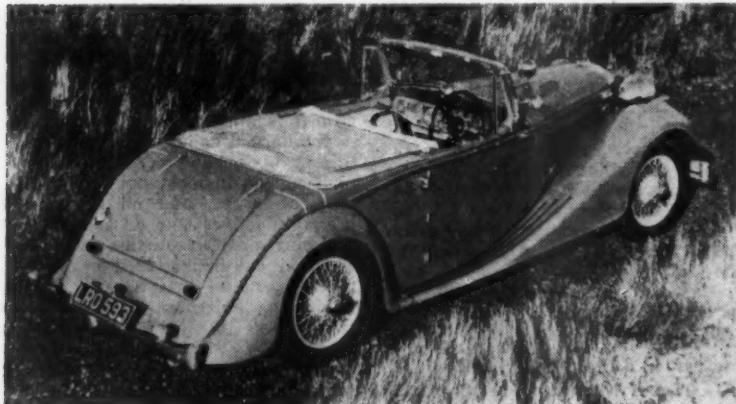
A 1,200-HOUR JOB

A COMPLETE rebuilding of a 1939 3½-litre Jaguar saloon by its owner, Mr. R. W. Newton, of Welwyn Garden City, Hertfordshire, included stripping of the chassis, engine and transmission, the scrapping of all bodywork except wings and bonnet, and the construction of a drophead coupé body. All work, with the exception of welding, brazing and tinning, was carried out in the home garage. It occupied 1,200 hours, and included the beating of aluminium panels, trimming seats, window gear and other fittings, and the hood frame. The home construction of all the "hardware" in this way is an unusual step in amateur body building.

The appearance is neat, and gains in distinction by the retention of the classic wire wheels and knock-off hubs.



The bold front, with large head lamps balancing the large and rather square radiator grille, has not been altered.



Between the wind-up windows and the screen, which has unobtrusive pillars and top rail, there are ventilating panels. The hood is completely flush-fitting when furled and there is a tonneau cover.

REGISTRATION: SALE OF CAR AFTER ALTERATIONS MADE

LAWYER-ON-WHEELS writes: We all know, from our filling-in of form RF1A for a new Road Fund licence, that we have to state any alterations affecting the registration particulars of the vehicle which have been made to it—for instance, a change in its colour—since the date of the last declaration signed in respect of it. By Regulation 7 of the Road Vehicles (Registration and Licensing) Regulations, 1949, "the owner" of a vehicle has forthwith to notify the licensing authority of any such alteration. In *Spain v Johns* (April 27, 1950), the defendant replaced the saloon body of his old Austin Twelve by a van body, but, before the new body had its doors

or windows, sold the vehicle to a purchaser who paid for it and drove it away, duly taking with him the registration book. About a month afterwards "certain events occurred," as a result of which the police made enquiries about the car which led them to the defendant. They proceeded to prosecute him for "being a person in whose name" the Austin "was registered" and failing to comply with Regulation 7. The justices convicted him, holding that it did not matter that the summons was issued after the defendant had sold the car.

On the defendant's appeal the Lord Chief Justice, presiding over the Divisional Court, would have none of that:

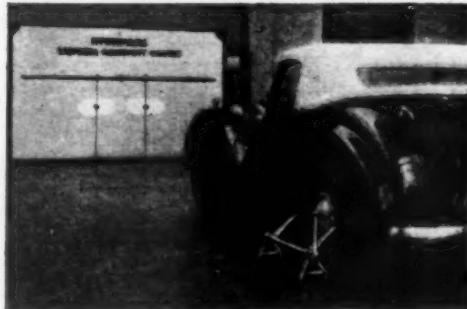
the duty to notify, he said, is expressly placed by the regulation on "the owner," which the defendant could not be once he had sold the car; and the police were to be criticized for prosecuting the defendant as "being a person in whose name, etc.," since it was not on such a person, but on the owner, that the regulation placed the duty.

The defendant's appeal was accordingly allowed, and his £10 fine had to be repaid to him. It was therefore unnecessary for the court to decide the further interesting contention which the defendant was prepared to argue, namely, that an alteration need not in any event be notified until it was completed.



There is no bigger contribution to night driving safety than correctly set Headlamp beams. Hit and miss methods of yesterday are dangerous and will no longer suffice. "NEWNHAMS UNIVERSAL ALIGNMENT GAUGES" (now being supplied to the leading manufacturers and distributors) set Headlamp beams correctly in a matter of a few minutes and in addition to diminishing dazzle to an absolute minimum they invariably increase effective illumination from 25% to 75%.

Ask your local garage for further particulars of this additional aid to Road Safety Service.



Above illustration shows car in position for headlamp beam setting

These Gauges also

- Speedily check road vehicles suspected of misalignment and ACCURATELY correct to the high standard required by Insurance Engineers.
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or are your lamps Correctly Set like this ?





R.A.C. TOURIST TROPHY RACE September 16

TOURIST TROPHY	STIRLING MOSS	JAGUAR	75.15 m.p.h.
CAR COVERING GREATEST DISTANCE	JAGUAR driven by STIRLING MOSS	225.452 miles	
OVER 3 LITRE CLASS	JAGUAR		
3 LITRE CLASS	ASTON MARTIN		

DAILY EXPRESS MEETING, SILVERSTONE August 26

PRODUCTION CAR RACE

DAILY EXPRESS TROPHY	A. ASCARI	FERRARI	83.72 m.p.h.
3 LITRE CLASS	J. DUNCAN-HAMILTON	HEALEY	79.92 m.p.h.
2 LITRE CLASS	A. ASCARI	FERRARI	83.72 m.p.h.
1½ LITRE CLASS	G. A. RUDDOCK	H.R.G.	71.78 m.p.h.
500 c.c. CLASS	STIRLING MOSS	COOPER	79.87 m.p.h.

ULSTER TROPHY HANDICAP August 12

A. POWYS-LYBBE • ALFA ROMEO • 76.27 m.p.h.
(FASTEST LAP) • 78.81 m.p.h.

B.A.R.C. MEETINGS, GOODWOOD

3rd EASTER HANDICAP	J. DUNCAN-HAMILTON	MASERATI	76.35 m.p.h.
1st WHITSUN HANDICAP	B. de LISSA	M.G.	73.09 m.p.h.
2nd WHITSUN HANDICAP	G. A. RUDDOCK	H.R.G.	70.09 m.p.h.
3rd WHITSUN HANDICAP	B. de LISSA	M.G.	76.06 m.p.h.
3rd SEPTEMBER HANDICAP	J. DUNCAN-HAMILTON	MASERATI	75.80 m.p.h.

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NEWS AND VIEWS

Extension of Covenant : Two-year Restriction

BY the time this paragraph appears it is more than likely that the Covenant restricting the sale of new cars will have been officially extended to two years from the present period of twelve months. At the same time, the extension will apply to those commercial vehicles, mainly utilities and vehicles of the lighter categories, which already come under the Covenant scheme.

The vital decision was due to be taken at a meeting of the S.M.M.T. in London yesterday afternoon. There were understood to be few likely dissentients, and earlier this week trade circles were looking upon the extension as a foregone conclusion. It had been approved in principle by the bulk of the retail motor trade as far back as October, but with certain reservations which will not now apply. The big car distributors, who control the bulk of the outlets, subscribed to the two-year Covenant at a meeting held in London on November 23.

It then became a matter for approval by the manufacturers and next, almost automatically, for adoption by a joint committee of manufacturers and retailers which is charged with the responsibility of forming the industry's distributive policy. Policies thus formulated are conveyed to the British Motor Trade Association, which is the organization responsible for carrying out all matters referring to price maintenance and regulation such as, for example, the present and future Covenants.

When the two-year Covenant is introduced it will be accompanied by a strong directive from car manufacturers urging motor traders to take special care to see that new car allocations are made only to buyers who have genuine need of the vehicle as a means of transport, and not to people who are likely to purchase merely in order to indulge in speculation.

The intended date upon which the extended Covenant will come into force is today, December 1, unless administrative difficulties compel a postponement.

It should be emphasized that this news is written ahead of events, but the motor industry is anxious to do all possible to meet the demands of the Minister of Supply for a tighter control of new car distribution. The two-year Covenant is almost certain to be the considered answer after discussion and rejection of other proposals designed to the same end.

Loss of A.A. President

BY the sudden death of His Grace the Duke of Devonshire the A.A. loses a popular and hard-working president. The Duke's interest in motoring dated from youthful experiences to the present day, and he was an excellent raconteur of motoring stories. His Grace had only recently presided over the banquet held at the Savoy Hotel to celebrate the million membership of the Association.

Prince Bernhard Tries an XK

ON November 23 H.R.H. Prince Bernhard of the Netherlands took a trial run in a Jaguar XK120 which had been sent down to Hendon aerodrome for the purpose. The Prince drove the car for about 15 minutes—during which time the aerodrome was closed—

around the perimeter and runway, on which he travelled at a fairly high speed. He expressed an opinion that the car was remarkable in every way and had outstanding acceleration. He thought that the suspension felt softer than on racing cars which he had handled, but he thought that the XK handled well.

Scottish Road Safety

THE fourth annual Scottish Road Safety Congress was held in Edinburgh on Wednesday and Thursday of this week. The conference was addressed by many safety authorities.

For Turin

SIX units of each foreign make can be imported into Italy for display at the Turin Motor Show, which will be held from April 4 to 14, 1951.

July Registrations

NEARLY twelve thousand cars were registered for the first time in July, 1950, the total of 11,993 including 640 used cars which were none the less registered for the first time.

Taxation

MOTORISTS may derive some hope from a statement made in answer to a question in the House of Commons last week on taxation. A member had asked the Chancellor of the Exchequer if he would consider reducing the 25s per horsepower tax on cars registered before January 1, 1947. Mr. Douglas Jay, Financial Secretary to the Treasury, replied that he had taken note of the suggestion, but he could not anticipate the Budget statement.

Getting Together

THE salons of the Automobile Club de France were the scene last week of the first general meeting of the *Organisation Mondiale du Tourisme et de l'Automobile*, abbreviated to O.T.A., a world grouping of all automobile clubs, touring associations, and bodies interested in international touring in any of its forms. The Vicomte de Rohan presided.

Affiliated members already number ten millions, and the two powerful organizations, F.I.A. and A.I.T., which have not always been co-operative in the past, are now grouped in the new international body. The American Automobile Association, one of the biggest groupings of motorists in the world, is also a member, and it was largely owing to the efforts of its European delegate, Mr. Edward Sparrow, that the foundations of this new body were laid.

The main work of the O.T.A. will be international; simplifying and standardizing, as far as that is desirable, the regulations of different countries; making intercourse between different countries easier than it is at present, and opening up new possibilities, one striking example of this being the tunnel under Mont Blanc, in which France and Italy are directly interested.

Highway Robbery

ESTIMATED annual revenue from taxes on private motoring in the current year is £98,500,000. Of this enormous total, only £24,000,000 will be going to road expenditure. These figures were given by the Chancellor of the Exchequer in answer to a question by Mr. W. S. Shepherd, M.P.

Coveted Americans

INTEREST in the disposal of the American cars brought in for the London Show gave rise to questions in the House of Commons. Eleven importers were allowed to bring in 66 cars of 16 different makes. They were sold primarily to those able to pay in dollars or a hard currency, the remainder being disposed of within the agents' own organizations or allocated to priority buyers on the order lists; in all cases a Covenant was signed.

17,000 Miles to N.Z.

ON November 20, crowds of inhabitants of Christchurch, New Zealand, turned out to welcome Lord Kilbracken, who had driven in a Morris Oxford 17,000 miles from London. He left London in March, his half-way round the world journey taking him through 14 countries.

Lord Kilbracken's grandfather founded Christchurch 100 years ago and this journey, to represent the family at the centenary commemoration, was made at the invitation of the New Zealand Government. The car, provided by the Nuffield Organization, performed excellently throughout all kinds of climate and road conditions, many miles being travelled on primitive roads behind the "iron curtain."



Bright poster for Turin's show—by Armando Testa, and chosen from over 100 competing drawings.

"THE AUTOCAR" NEW CAR BUYERS' GUIDE

The Autocar
ROAD
TESTS



DATA FOR THE DRIVER

JAVELIN JUPITER

PRICE, with convertible two-three-seater body, £850, plus £236 17s 3d British purchase tax. Total (in Great Britain), £1,086 17s 3d.

ENGINE : 13.02 h.p. (R.A.C. rating), 4 cylinders horizontally opposed, overhead valves, 72.5 x 90 mm, 1,485 c.c. Brake Horse-power : 60 at 4,500 r.p.m. Compression Ratio : 8 to 1. Max. Torque : 82 lb ft at 3,100 r.p.m. 17 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 16 cwt 3 qr 7 lb (2,107 lb). Front wheels : 54 per cent; Rear, 46 per cent. LB per C.C. : 1.42. B.H.P. per TON : 63.79.

TYRE SIZE : 5.50 x 16in on bolt-on ventilated steel disc wheels.

TANK CAPACITY : 10 English gallons. Approximate fuel consumption range, 27-30 m.p.g. (10.5-9.4 litres per 100 km).

TURNING CIRCLE : 31ft (L and R). Steering wheel movement from lock to lock : 2 1/4 turns. LIGHTING SET : 12-volt.

MAIN DIMENSIONS : Wheelbase, 7ft 9in. Track, 4ft 3in (front); 4ft 11in (rear). Overall length, 13ft 7in; width, 5ft 2in; height, 4ft 8in. Minimum Ground Clearance : 7 1/2in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10-30 sec	20-40 sec	30-50 sec
4.56 to 1	13.1	10.7	10.4
6.25 to 1	8.7	7.0	7.6
9.90 to 1	5.5	5.1	—
16.25 to 1	—	—	—

From rest through gears to :—

sec	sec
30 m.p.h. ... 5.7	60 m.p.h. 20.4
50 m.p.h. ... 13.1	70 m.p.h. 30.3

Speedometer correction by Electric Speedometer :

Car Speedometer	Electric Speedometer
10	7.0
20	16.25
30	25.0
40	33.0
50	42.0
60	50.0
70	59.0
80	68.0
90	77.0

(Speedometer drive ratio not modified to final drive ratio change on car tested.)

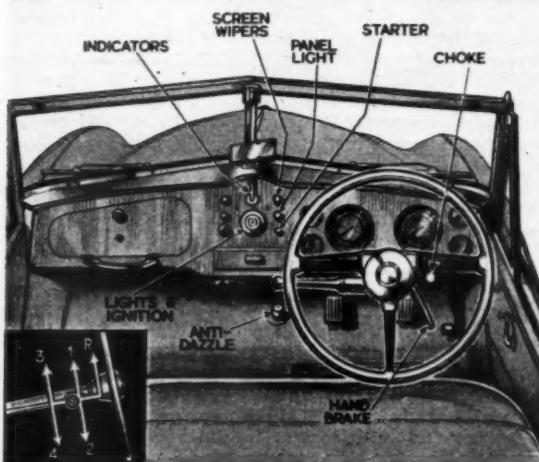
WEATHER : Dry, mild; light wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of March 10, 1950.

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	19-26	31-42
2nd	30-42	48-68
3rd	48-70	77-113
Top	90	145



Winding glass windows in the doors allow fresh air to be enjoyed without draught and, as will be seen, the hood is neat when down. The latest type of ventilated steel wheel is fitted.

No. 1417 : JAVELIN JUPITER

CONVERTIBLE

IN the nowadays sparsely represented 1½-litre high-performance class the Javelin Jupiter is welcome as a newcomer, and during its first year has shown that it is a worthy contender by winning first place in its class in the Le Mans 24-Hour Race. This interesting chassis was designed around the well-known Jowett Javelin flat four-cylinder engine, and the prototype was evolved in collaboration with E.R.A., Ltd. For the Jupiter the engine has an 8 to 1 compression ratio. A main feature of the design is a steel tube chassis entirely different from that of the Javelin saloon and shorter in wheelbase, forming a light but very stiff structure, with suspension similar in principle to that of the Javelin saloon, namely, independent in front with wishbones and torsion bars, and a normal axle at the rear sprung by torsion bars with trailing arms and a Panhard rod.

When the Jupiter first appeared at the 1949 London Show, and then earlier this year at the Geneva and the New York British Shows, it was hailed by enthusiastic motorists as being of high promise, for the verve of the Javelin engine and its susceptibility to power output increase were already well known, and it was expected that the Jupiter would possess a quite high performance by virtue of considerably reduced weight in comparison with the saloon. An extensive test taking in West of England gradients and many miles of poor-surfaced unclassified roads has now shown *The Autocar* that a worthy car in the category it has been designed to enter—that of the 1½-litre fast touring car—has been evolved, and expectations are largely realized. It is markedly economical in petrol consumption for the performance available.

The Jupiter has life in the acceleration sense, given use of the gear box from the lower speeds, has strong top-gear acceleration in the middle range between about 30 and 60 m.p.h., and proves to be an excellent long-distance car by reason of the average speeds which it attains and the pleasure it gives in its performance and accurate handling. It is easy to put 200 miles into five hours and, as always, the exact number of miles that can be achieved in an hour's running is dependent upon traffic and road conditions; but 45-plus and approaching 50 in the hour are well within reach on any good main-road journey.

There is definitely sufficient of what is known to the enthusiast as sports car character to raise the Jupiter above the general level, but also it is docile, does not have an exhaust note that attracts attention, and is in every way a practical car for daily use in and out of a big city. At speeds appreciably below 15 m.p.h. the top gear pick-up

ROAD TEST

— continued —



The horizontally slatted grilles direct air on to the cylinders disposed transversely immediately behind. At either side of the bumper overriders is a screw clamp securing the bonnet and wing assembly, in conjunction with budget-key-operated locks at the sides, against all possibility of lifting.

is not clean, but third gear covers most traffic situations except in thickly congested traffic, where it is no hardship to use second. The synchromesh on top, third and second is of excellent type for quick and quiet engagement upward and downward. There is a positive stop, by means of depressing a knob in the end of the gear lever, against unintentional engagement of reverse. There could well be more clearance between the lever in reverse position and the steering wheel rim. The competition-minded can make clean snap changes upwards, the box itself accepting such treatment and the gear change linkage being unusually positive for a steering column layout.

Minute-to-minute judgment of performance was inevitably somewhat obscured by the fact that, although a reduction in final drive ratio for this model has been made since the prototype first appeared, from 4.1 to 4.56 to 1, the

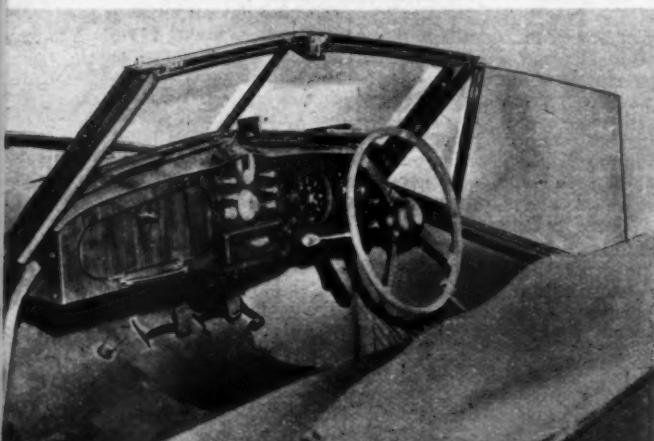
speedometer drive ratio had not been changed accordingly on the particular car tested, with the result that the speedometer was reading approximately 10 per cent high, and even more in the upper range. However, 70 m.p.h. true speed is held well, and 60-65 can be regarded as the cruising speed to be maintained almost indefinitely on suitable roads. There is some mechanical noise around 4,000 r.p.m., where also exists a period of hardness, but there is nothing strongly marked about these characteristics. Pinking on 72-octane fuel was no more than mild, and only once was running-on observed. Top speed is a ready 85 m.p.h., and under only very slightly favourable conditions, and, incidentally, on wet roads, just above a genuine 90 was seen.

In the raised position the hood is by no means unshapely, forming a coupé or convertible rather than just an open car with the hood up. In keeping, the doors can be locked.



The luggage space is reached by hinging forward the one-piece seat back rest; specially fitted Revelation suitcases are normal equipment to occupy this limited space to the best advantage. There is also some space immediately behind the back rest, in which is placed vertically a tool box, and there in the floor are the batteries, in two sections.

Finely finished woodwork in the best British tradition forms the instrument board. The practical side has been well studied, too, the range of instruments being unusually comprehensive (see text), whilst on the left of the facia is a useful lock-up cupboard, also a "grab handle." Minor controls are well grouped; the traffic signals switch, beneath the mirror, is returned to zero by a time device. The winding windows are of the frameless type and the triangular forward panels are fixed. The hood attaches at three points to the windscreen frame.



For what may be called trials country, corresponding to back area conditions in many countries overseas, the Jupiter is admirable. It has all the power that is wanted for coping interestingly with exceptional gradients. Hills up to the 1 in 6 order (approximately 16½ per cent by another system of grading) are taken most satisfactorily on second gear, and there is ample reserve on first to cope with the worst kind of hill that may be encountered or for a restart on considerable gradient.

On a main road the car has a fine progression, meaning that it sweeps along at its 60-70 m.p.h. easy gait, most readily goes considerably higher when there are the opportunity and the wish, is not too quickly brought off the cruising speed by lesser gradients, and has a third gear which is valuable for quick overtaking. It is not easy to comment on gear ratios that have been selected by a manufacturer with many factors in mind, but it seems possible that third and second could advantageously be closer in ratio, third a shade lower and second a shade higher.

On the all-important steering, which is by rack and pinion, the first comment is that it is reasonably light and without lost motion or the slightest suggestion of vagueness. It is high geared and, therefore, quick in the way that is so important with a car of this character. It is almost entirely devoid of castor action and feels inert, but not in a wholly disadvantageous sense, and certainly with the benefit of not transmitting any road wheel movements to the steering wheel.

There is a fair concentration of weight on the front wheels and the flat engine forms a considerable overhung mass which is not matched by any great overhung weight at the rear, as the luggage locker is well within the wheelbase and the fuel tank is almost over the rear axle. As a result, a marked degree of understeer may be experienced on sharp corners with adverse surface conditions, although it is not noticeable when taking normal main-road bends.

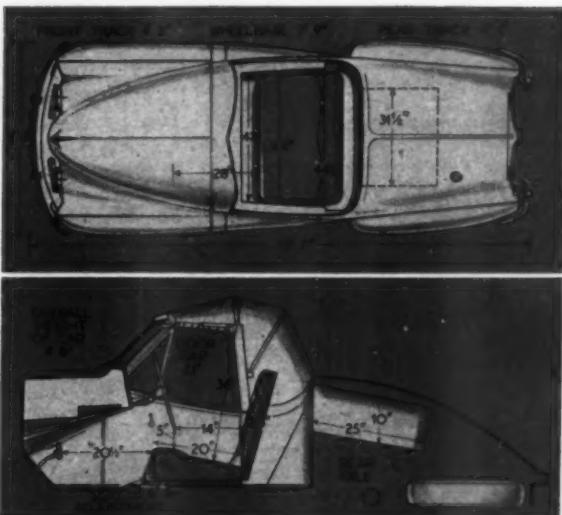
fast. It is quite difficult to provoke a tail slide or a "four-wheel drift." These, however, are considerations rather for the rally test driver than for the average owner, even of the class of car to which the Jupiter belongs, and in general there are a very high degree of stability and a strong feeling of security, no doubt much assisted by the torsional stiffness of the frame, to which reference has already been made.

The suspension has an appreciable vertical amplitude, but this is extremely well checked by Woodhead-Monroe direct-acting telescopic dampers at front and rear. On poor secondary roads the occupants do not experience shock, and it is not felt that the car itself is being treated unduly harshly. It feels solid and capable of standing up to hard work without suffering. Without striking one as possessing exceptional power, the hydraulically operated Girling brakes provide all the deceleration that is wanted. For maximum results pedal pressure needs to be firm. Wheels do not lock and there is no suggestion of deviation either on the straight or on bends under heavy application.

Driving Position and Controls

As regards angle of the spring-spoked steering wheel and actual comfort of the seat the driving position is satisfactory, but in a car such as this one cannot help regretting the absence of the support and actual positioning during fast cornering that can be given by separate seats and shaped back-rests. There is considerable leg room for tall people, and comfortable space for the driver's left foot off the clutch pedal. The throttle pedal movement is capable of improvement in detail design; only by a somewhat awkward right-foot action could the full opening be obtained. Also, and again on this particular car, the pendant type of hand-brake lever is attached to the steering column and gets in the way during entry and exit, though it is convenient to apply and release.

Visibility of the instruments is excellent in the absence of a top spoke to the steering wheel, and they are set in a finely finished walnut facia. They include a rev counter as well as an engine water thermometer and the now very rare oil thermometer. The oil thermometer hardly shifted from its stop at 30 degrees C, a point indicating either that it was inoperative or that an extremely high degree of cooling results from the finned-tube type of oil radiator of con-



Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncomplicated.

properly effective, and causes some blanking of vision to the left side; where otherwise the wing would be within the driver's view.

The screenwiper blades did not have a sufficiently wide arc of sweep, leaving blind areas towards the centre of the V windscreens. Demisting vents are built into the lower frame of the windscreens for use in conjunction with a heater installation. The fluted reflector type of Lucas head lamp is fitted and gives a fine main beam, with an anti-dazzle beam fully effective on the left side. Also the note from the twin horns is sufficiently strong for a car of the Jupiter's performance. Luggage room is restricted, but the best use is made of the available space by the inclusion of fitted cases.

Throughout the test, as it happened, the car did not stand under cover at night; on only one occasion did the temperature fall sharply, but humidity was high. At all times an immediate morning start was obtained, use of the choke for the two carburetors being required only very briefly for the initial firing. Oil consumption was at the rate of 2,000 m.p.g. under mostly hard driving.

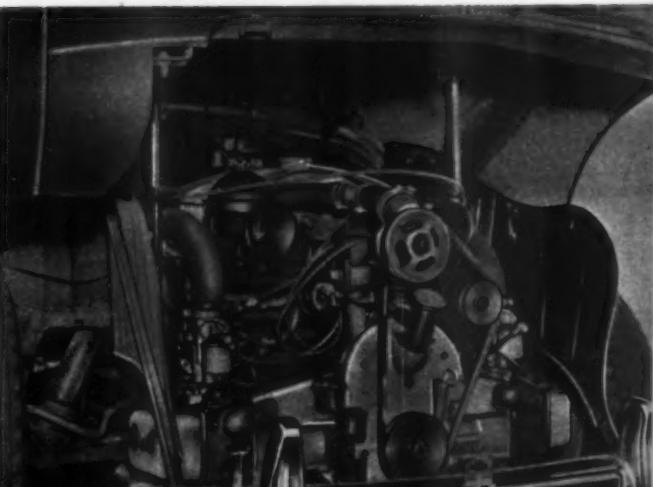
Showing how, the catches at front and sides having been freed, the whole bonnet, wing and lamp assembly lifts for inspection of engine auxiliaries.

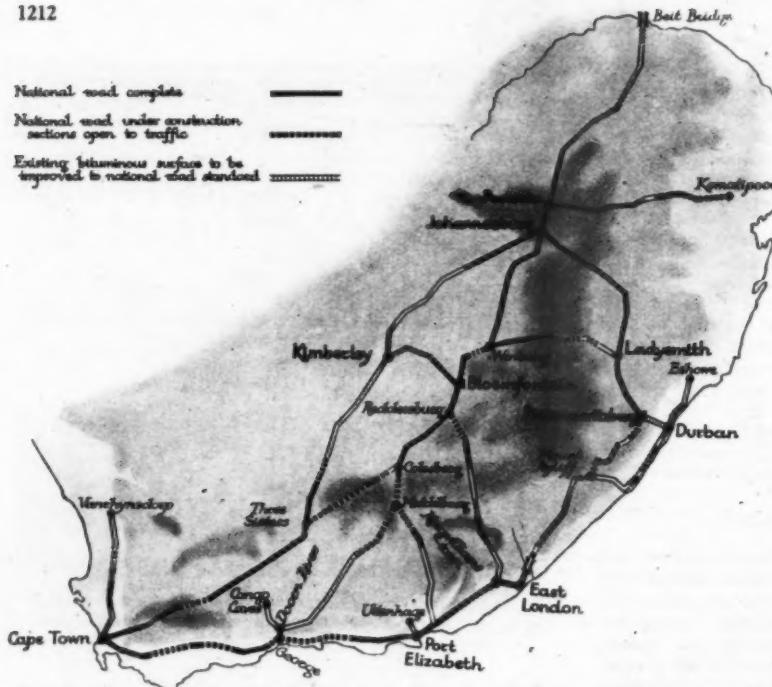


siderable area, mounted behind the transversely placed cylinders and in front of the water radiator, which is aft of the engine block in the Javelin layout. The instrument lighting at night is effective and not too disagreeably bright.

The two-three-seater body—it is possible with the one-piece seat and absence of controls at the centre to carry a third passenger on an "occasional" basis—is a convertible rather than an open car in the older sense, for it is substantially built, of aluminium, has winding glass windows in the doors and a lined hood. This individual body, under weather conditions which gave dry roads for only about 100 miles in a total of nearly 900, proved to have defects as regards entry of water and draughts, but fundamentally it is a comfortable and attractive style. The hood is easily raised and lowered and goes neatly into a cover when down. In the closed position the rear-view mirror is not

Good access to the engine oil filler and dipstick, carburetors, and ignition distributor and sparking plugs is obtained when the bonnet assembly is lifted, but the opening is restricted and it is somewhat awkward to inspect the water level. The bonnet is held open by self-locking struts and is released by pulling on the curved rod seen in the photograph at the level of the horns.





LEFT for South Africa just before Christmas, 1948. At that time it was very difficult to get a passage by sea, and I was lucky eventually to get a cabin in a Swedish cargo ship sailing from Gothenburg and carrying twelve passengers only. This proved to be an immense success. The Swedish cook provided an unending succession of delicious meals (the New Year and several Swedish holidays providing good excuses). They were a joy after 1948 at home, which must surely have been the peak year of austerity.

We called at Las Palmas to refuel; it was surprising to see there large numbers of Austin Sixteen station wagons, the type of car I had chosen to bring out. I had been to the 1948 Motor Show intending to buy a car for export to Rhodesia, and to sell it out there at the end of my trip. I imagined it would be possible to walk up to any stand and order any model for early delivery. It was a shock to find that *none* of the new models was available for several months, but finally the people on the Austin stand referred me to the export division. Here one could get quick delivery only of the A.40 or of the obsolescent 16 h.p. Both chassis were available with a station wagon body, which I thought would solve the luggage problem. I chose the Sixteen, thinking that the A.40 would be too small to stand up to long mileages off the beaten track, also because the A.40 had a steel body which might have become uncomfortably hot as against the strong wooden body of the Sixteen. This choice later proved to be wrong.

Travelling on corrugated surfaces cannot, as far as I know, be experienced anywhere in Europe. In a car with independent front sprung, it is possible to find a high cruising speed at which the jolting from the corrugations is reduced to a minimum, and there is not the continual fear of breaking a spring. Many motorists in South Africa go a step further by fitting very low pressure super-cushion tyres, but they are generally considered to have a shorter life and a tendency to cause rolling at speed.

With half-elliptic springing, as on my Austin, it is necessary to take the corrugations very gently, which makes driving in the heat on long straight roads very irritating. Possibly the A.40 would have been rather light for the big mileages covered, though one saw this little car everywhere in South Africa and Rhodesia, and I never came across one in trouble or with a dissatisfied owner. The only complaint was one which is generally heard in South Africa: British manufacturers do not appreciate the tremendous column of dust found on South African secondary roads. The jacking system of my Austin in-

SOUTH-EAST SURVEY

volved putting the jack down through a trap on either side of the floor of the coachwork; dust pours through these openings, however you may try to seal them. Also, for South African conditions sponge rubber should be used much more to seal all crevices in the coachwork.

The wooden station wagon body of my Austin which had been so much admired in England behaved like the wrong end of a vacuum cleaner! The wood expanded under

the hot sun and the corrugations loosened the joints, so that the inside of the car was covered with thick dust at the end of each day's run.

It may interest anyone thinking of making a trip of a few months only to know that in Cape Town it is possible to buy a car on the "buy-back" scheme, which guarantees repurchase at an agreed figure, arrived at on the basis of time and mileage. There are also plenty of cars available on the "drive yourself" hire plan. Those who go direct to Johannesburg should remember that if they buy a car and have it registered there they will be charged £10 a year more insurance premium by all the tariff companies on account of the appalling accident record in the Johannesburg area. At least a third of the cars you see in that city have major or minor dents which are known as "T.J.s", T.J. being the registration letters for Johannesburg!

The standard of driving in South Africa is sometimes on the reckless side, especially at night, at weekends, and on public holidays; unlike at home, alcoholic drinks are very cheap and *very strong*. Any type of low-built sports car is unpractical in the Union except on National roads, and high compression engines do not like the petrol available, especially at sea level; that is, with the exception of the Natal Province, where "Union" spirit, refined from sugar cane, is available; 20 per cent of this spirit in the tank takes all the pink out and gives much more power, but a stronger mixture must not be used, otherwise, as I dis-



By **BASIL**
EYSTON

The author, who is the brother of George Eyston, previous Land Speed record-holder, wrote to The Autocar as follows : "I am on the way home after a 20,000-mile motor trip through South Africa and Southern Rhodesia. It was so difficult before leaving England to obtain accurate information about expenses and hotels, or to discover the most suitable type of car for the expedition, that I believe some notes on my experiences may be of interest. I think, too, that the export divisions for British cars should be more fully informed, as it does harm to the reputation of their products if they allow unsuitable types to be shown abroad to their obvious disadvantage. My trip could certainly have been far cheaper and easier had I known beforehand all that I discovered."

AN EXTENDED TOUR IN SOUTH AND EAST AFRICA

PART I

covered to my cost, it will perish the diaphragm in the petrol pump.

After doing 5,000 miles up to Southern Rhodesia I finished my year in South Africa with a Pontiac, which I brought new in Johannesburg. It proved to be very well sprung, quite fast enough for general touring purposes, and the bodywork was well sealed against dust and fumes. However, the Duco paintwork was very soft, and the doors continually wanted setting up and tightening.

In South Africa it was wonderful to experience, after so long, really unrestricted motoring ; at that time, although motorists were threatened with rationing if they did not economize at weekends, petrol was completely unrestricted. Every little village has a good petrol service station, where, at the same time as the petrol is put in, without asking your radiator is filled, distilled water put in the battery, and your tyre pressures are checked. They will change the engine oil and grease the chassis usually in a couple of hours.

Tyres require careful watching in the summer ; pressures go up to the skies in the heat of the day, and if pressure is let out it is essential to stop and reinflate as soon as the temperature drops. Tyre manufacturers discourage bleeding tyre pressures in this way only because motorists will forget to reinflate. If one starts off in the morning after finishing the previous day's run whilst the sun is still up, the tyres may have lost ten or fifteen pounds pressure overnight. If you are prepared to go to the trouble of reinflating, I found that you got much more comfortable riding by keeping the tyres constantly at the recommended pressure ; the Dunlop tyres supplied with the Pontiac had completed the 15,000 miles with signs of wear only in the rear treads, and I had only two punctures, both from nails.

I tried out an Austin A.40 and a Vauxhall Velox extensively on some of the worst surfaces in the country, and also on a mountain pass with very sharp bends. The

(Top to bottom) Checking the tyre pressures on the Austin station wagon : one of the beautiful Dutch houses of Cape Province : Zebra in the Kruger game reserve : a tortoise crosses in the soft dust of a road in the reserve. (Left) The Pontiac which was also used by the author.



continued

SOUTH-EAST SURVEY

stability and comfort afforded by the springing of both cars compared, to my surprise, at least equally with the Pontiac; the only criticism I would venture of the Austin is the lack of luggage space, and of the Vauxhall the height of the driving position.

I met a couple with two children from Tanganyika who were touring the whole of South Africa on leave in a Vauxhall. They had experienced no sort of trouble, and the car was heavily laden. The dust-proofing of the Vauxhall was particularly good. It is, of course, no use pretending that an extensive tour of the country cannot be done more comfortably in a big car. The leg room, big luggage compartment, and the higher cruising speed of a large car do make travelling long distances much easier. Against these advantages one must set the saving in purchase price (considerable since devaluation) and in fuel and maintenance.

The new range of bigger British cars may well be the happy medium. Very few Austin A.70s and A.90s were to be seen at that time; but on the way home, in Freetown, West Africa, I was pleased to see one of the latest Wolseleys. The A.90 will appeal to sports car enthusiasts. This car is practical for South Africa, as it has excellent ground clearance. My personal taste is not for a convert-

vinces, which have some of the most beautiful and interesting scenery, this difficulty is very little encountered. Throughout the whole trip I never met any unfriendliness on account of politics, though it is wise to keep off the subject. The Afrikaans-speaking people are very nationalistic about their language, and if you do take the trouble to learn a few phrases they are delighted.

Visitors must be prepared to accept a very different standard of hotel comfort from that at home. There is this to say for African hotels: *they give much better value for money*. You can stay in the best hotel in any city for an inclusive price of 30s a day; a *really inclusive* price, which gives you early morning, 11 a.m., and afternoon tea, as well as three enormous meals a day. It is very difficult to get a private bathroom: indeed, in Cape Town, Durban and Johannesburg you will be lucky to get a room at all unless you book months ahead. Usually, however, it is possible to find small hotels with vacant accommodation within fifteen or twenty miles of all the big cities. With about three exceptions in the whole Union the standard of first-class hotels is much lower than in Western Europe. Second-class hotels in the big towns are much better avoided. Their prices are comparatively high (20s to 23s a day) and they provide a poor standard of service and



Puncture with the Pontiac, showing the jacking system fitted. Right: The Austin at Beit Bridge on the South Africa-Rhodesia border.

ible type body in a hot climate, because it is often a relief to be protected from the sun. In the Pontiac you could wind open the side panels to the 135 deg position, and with the scuttle ventilator fully open you could always keep the inside of the car cool. I think the old-fashioned scuttle ventilator is more effective than the alleged "air-conditioning" on the latest American models.

I have no doubt that an extensive tour of South Africa could be done in reasonable comfort in the smallest types of British car by two people who are prepared either to travel with little luggage or to do their motoring within range of big towns so that heavy luggage can be sent by rail. It is possible to have fitted to the roof a luggage carrier which will take two big suitcases.

Hillman Minxes and Standard Vanguards were to be seen in large numbers round the big towns, but I did not have the opportunity of trying them out extensively on really bad surfaces. The Citroen seems to be popular, and I met an English couple who had bought one in Cape Town and had done big mileages. This car seemed to have plenty of smooth power and a good luggage capacity, but I thought the rather rigid springing more suited to European conditions; the front-wheel drive was excellent for negotiating mountain passes.

On tour in the Union you have magnificent scenery, and things to do and see which are unique in the world; the cost of petrol is about the same as in England, accommodation is cheaper, and of course there are no currency restrictions. In some provinces, such as the Transvaal (away from the cities) and the Orange Free State, you may find only Afrikaans spoken, but in the Cape and Natal Pro-

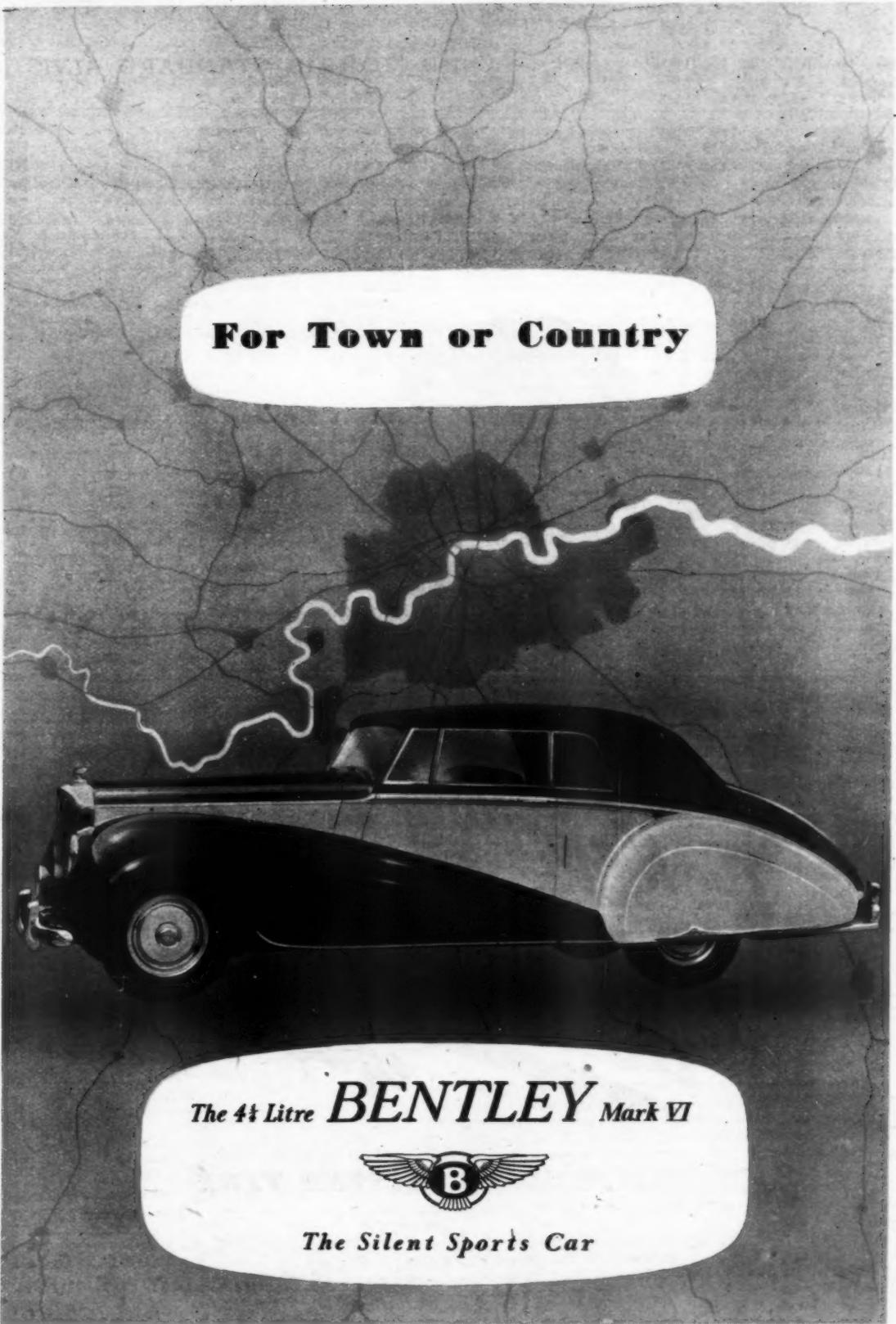
catering. It is possible to find small hotels all over the country, even within motoring range of the cities, which, although a bit rough in some ways, are clean and give very good value for about 15s a day inclusive.

In Southern Rhodesia, hotels are crowded and generally most uncomfortable. Except in two restaurants and one grill room in Cape Town, and one restaurant in Johannesburg, I did not discover any cooking to compare with Continental standards, but it must be said in fairness that you are at least given gigantic helpings everywhere.

In all hotels throughout South Africa you will have to suffer the torture by tea; it is the ineradicable custom to bring tea at 6.30 a.m., breakfast not beginning until 8 a.m. No use to tell the office that you want to sleep late; nothing will deter the native servant from carrying out this rite! In the first-class hotels they bring you a pot of tea on a tray, but in all the others you get a cup of an evil concoction brewed in an urn and already mixed with milk and sugar! Having survived this untimely awakening and perhaps gone back to bed to have a little more sleep, you will shortly again be woken up by the native servant in search of the empty cup! Otherwise, one soon becomes used to the early rising and early retiring custom of the country.

In summer the best part of the day for motoring is directly after sunrise until 11 a.m., and there is very little twilight. Nearly all motorists on tour start off very early and have breakfast on the way. I had a 6-volt dry shaver fitted to the car, so that it was possible to shave whilst going along, of course with somebody else driving!

(To be concluded)



For Town or Country

The 4½ Litre **BENTLEY** *Mark VI*



The Silent Sports Car

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*The Majority of British
Car Manufacturers fit
DUNLOP as standard
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THE WORLD'S MASTER TYRE

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50H/165

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Sierr
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Jamaic
Cay
Kenya
Ugand
Nyasa
Tangany
Zanzib
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Northe
Mauri
Newfo
Seych
South
South
South
Straits
Swazil
Trinidi
Federat
Negr
Peru
Unfede
Johor
Kedah
Kelo

WHAT THE LETTERS MEAN

Great Britain and Northern	
Ireland	GB
Alderney	GBA
Guernsey	GBG
Jersey	GBJ
Gibraltar	GBZ
Malta	GBY
Isle of Man	GBM
Aden	ADN
Bahamas	BS
Basutoland	BL
Buchuanaland	BP
British Honduras	BH
British North Borneo	SNB



An Egyptian number plate.

British Somaliland	SP
Burma	BA
Ceylon	CL
Cyprus	CY
Gambia	WAG
Gold Coast, Ashanti, Northern Territories, Togoland (British)	WAC
Nigeria and Cameroons (British)	WAN
Sierra Leone	WAL
Hong Kong	HK
India	IND
Pakistan	PAK
Jamaica (Turks, Caicos and Cayman Islands)	JA
Kenya	EAK
Uganda	EAU
Nyasaland	NP
Tanganyika	EAT
Zanzibar	EAZ



Partially obscured CH is Switzerland.

Northern Rhodesia	NR
Mauritius	MS
Newfoundland	NF
Seychelles	SY
South Africa	ZA
South West Africa	SWA
Southern Rhodesia	SR
Straits Settlement	SS
Swaziland	SD
Trinidad and Tobago	TD
Federated Malay States :	
Negri Sembilan, Pahang, Perak, Selangor	FM
Unfederated Malay States :	
Johore	JO
Kedah	KD
Kelantan	KL

Perlis	PS
Trengganu	TU

Windward Islands :	
Grenada	WG
St. Lucia	WL
St. Vincent	WV

Albania	AL
Angola	PAN
Argentina	RA
Austria	A
Belgium	B
Belgian Congo	CB
Brazil	BR
Bulgaria	BG

Cameroons (French)	TC
Chili	RCH
Cuba	C
Curacao	CU
Czechoslovakia	CS
Denmark	DK
Egypt	ET
Eire	EIR
Finland	SF

France :	
Algeria	
Morocco (French)	
West Africa (French)	
Tunis	
Madagascar	
Indo-China	
French India, etc.	

Greece	GR
Holland (Netherlands)	NL
Hungary	H

Iceland	IS
Iran	IR
Iraq	IRQ
Italy	I
Liechtenstein	FL
Luxembourg	L
Mexico	MC
Monaco	MC
Morocco (Spanish)	ME
Mozambique	MOC
Netherlands Indies	IN
Norway	N
Palestine	M
Peru	PE
Poland	PL
Portugal	P
Roumania	R
San Marino	RSM
Spain	E
Surinam (Dutch Guiana)	SME
Sweden	S
Switzerland	CH
Syria and Lebanon	SL
Tangier	MT
Thailand (Siam)	SM
Togoland (French)	TT
Turkey	TR
U.S.S.R.	SU
Uruguay	U
Vatican City	V
Yugoslavia	Y



In London's West End—TT letters indicate a French temporary registration.

By their plates . . .

VARIATIONS ON A REGISTRATION THEME

INSTEAD of the Age of Progress (anyway, that superstition went out with the Victorians) or of the Common Man, a fitting title for the present might be the Age of Regulations. More people than ever are travelling, and want to travel, a touching exhibition of brotherhood, but as far as the formalities to deter them go, this is the worst age for travellers since Marco Polo tried to outwit the Great Cham of China. Registration plates on cars indicate where some of the brave ones have come from, and for the benefit of readers, *The Autocar* gives here a table with the meanings of nationality plates. Some strange plates are to be seen nowadays, especially in London.

The use of special letters is the result of an international agreement, and by Order in Council the motoring organizations are allowed to issue the plates. Not all countries subscribe to it, hence such temporary registrations, and numbers, as the T.T. plates here illustrated. This label stands for *Titre Temporaire* and indicates that the car belongs to a traveller from America, or perhaps Canada, who has begun his tour in France. The corresponding plates in England are those prefaced with QB and QD, issued by the R.A.C. and A.A. The letters following the TT indicate the particular district of France where the registration was taken out. The plates remain on the car when it leaves France, hence the number of them to be seen in England.

Other puzzlers are numbers prefaced by ZZ and EE. A car entering Europe from America via Italy will be temporarily registered there with an EE number, and ZZ indicates a similar process for Eire. It is curious that a car belonging to an American, with temporary registration in this country, which goes to France, will carry a GB plate.

An R.A.C. or A.A. temporary registration.



Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Winter

THE dreary months are with us again, and I noted with sorrow that the dials of my instruments were misted on the inside the other morning—a sure sign that there was more humidity around the scuttle than was good for my car. By the way, have you inserted the anti-freeze yet? Better do so. And if you rely on a small heater lamp, remember the friend of mine who went down one morning in 1946 and found his cylinder block frozen (fortunately the cores had relieved the pressure). His little lamp was still burning, but that was a *hard* winter.

♦ ♦ ♦

Out of Proportion

TWICE lately have I had the contrast sharply drawn between the luggage accommodation of the machine I know best at the moment—of no mean overall size—and that of a quite small foreign car and a modern-styled, medium-sized British car. On both occasions I took a party of people on holiday. The first time I travelled with the medium-sized car and all the gear went in the locker. The return trip a fortnight later brought the regular car into use again and my first discovery was that the biggest suitcase would not go in the locker—it had to be stowed on the floor of the rear compartment, covered with a raincoat to



Would not go in.

prevent scratching my precious upholstery, and with the fourth passenger, fortunately young and uncomplaining, sitting sideways to clear it.

Next a similar complement, but very different in age, went coastwise in the regular car again and once more a suitcase and sundry soft packages had to go inside the car. The return from this jaunt was with the little foreigner. To my glee, everything for three people for a week's holiday went in the locker except a portable radio, and that could have been absorbed, but I felt that it would be jarred less beside the front passenger.

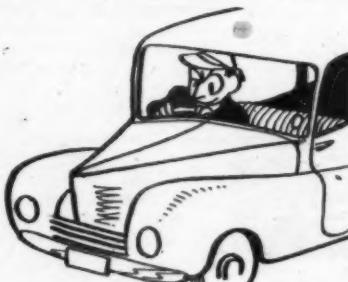
Many, if not most, of the current newly styled British cars have pretty

useful luggage compartments, and some are remarkably good now. But I have had somewhat this same contrast before between the capacity of small and big cars. In the car which I have criticized in this respect I admit that first attention has been paid to room for the rear passengers. If we would accept spare wheels carried externally once again there could be much more luggage space; and it may be very nice to have the tool-kit laid out in the lid of the locker, but it cuts down the space which is so much needed at times and usually makes the lid awkwardly heavy to lift.

♦ ♦ ♦

Aiming

IT may be claimed against me that I am a poor driver when I venture on this subject, but I must confess that I like to have something with which to *aim*. Visible wings are best



Something with which to aim.

of all, but it is not difficult to get to know where they are even if they cannot be seen.

I do object, however, when the bonnet becomes a flat, sloping expanse, without so much as a centre-line or *motif*. My remarks apply to the larger cars, of course, where one has plenty of power under the foot and likes to know precisely where it takes you.

♦ ♦ ♦

Object Lesson

IT so happened that I drove into London and went straight off to Lord Lucas' grave meeting with journalists on the subject of road accidents. As the noble Lord spoke of bad habits I recalled an experience of the morning. I had turned into a narrow, clear street behind an aged saloon. Ahead was emptiness except for a lorry parked on the right side of the street about 75 yards away. As anyone would legitimately have done, I dropped down to second gear, overtook the saloon and swung back to pass the lorry; with the second gear of a "hot" car the poor old saloon was left almost at a standstill. About three hundred yards farther I stopped at a

malevolent cross-roads; to the right was a lorry coming across. Just at that moment the old saloon tore up in third gear on my outside and rushed into the crossing. Very late the driver saw the lorry, but thank heaven the lorry driver was quick, and both vehicles cleared. The lorry driver stopped for breath, looked at me and asked me just what was a chap to do?

Was I the cause of that near-accident? Emphatically no. The selfishness, conceit and general dog-in-the-manger outlook of the saloon driver had caused him to be incensed by my legitimate use of ample power on a high-performance car, and he was retaliating.

♦ ♦ ♦

Nay

IT seems more and more curious that with the severe congestion prevailing in the bigger cities, horse-drawn traffic is still in wide use. The idea of a ban is unpalatable, for once a Government starts it may so easily run amok with its restrictions, but there must still be a solution.

The railways seem to be the worst offenders, and even in my case as an individual, the time wasted behind such traffic must add up to a frightening total. Surely, if the railways made more use of the "mechanical horse" three-wheel towing unit, and those



Still in wide use.

carriers of any size were persuaded to follow suit, a worthwhile speed-up in traffic could be made. It would certainly make a difference in the areas surrounding goods stations in London.

♦ ♦ ♦

Direct Route

LIKED the story told by a fellow-guest at the A.A. dinner the other week: His niece, strange to London, found herself driving against the one-way flow at Hyde Park Corner. Realizing the enormity of her "crime" she relied on feminine charm and, stopping by a policeman, asked him if he could tell her the most direct route to St. George's Hospital.

"Madam," said the constable, "you are taking it right now."

Connaught Formula 2

LEA-FRANCIS ENGINE WITH PRESELECTOR GEAR BOX

IN a very short space of time the Connaught sports cars, based on a modified version of the Lea-Francis chassis, have built up an enviable reputation for road holding and performance, and their successes in sports car races at Goodwood, Blandford and Silverstone have underlined these characteristics. The project originated with the enthusiastic team of Kenneth McAlpine, with Rodney Clarke and Mike Oliver, of Continental Cars, Ltd., the firm of sports car specialists on the Portsmouth Road, near Send, in Surrey, and a new firm, known as Connaught Engineering, was formed to handle this venture.

For some time past the creative energies of the firm have been devoted to the design and construction of a single-seater Formula 2 racing car, utilizing the same basic power unit set in an entirely new and very interesting chassis. In spite of the innumerable difficulties which beset the small manufacturer of specialized productions in these days of controls and

regulations, the prototype car was duly completed some months ago and, after considerable testing, made its first public appearance in the race meeting at Castle Combe on October 7, when it scored a second place, driven by McAlpine, in the 1,500 c.c. to 2,500 c.c. racing car event. Further tests are now in progress, and construction has commenced of a batch of cars for next season's racing, in which there is every prospect that they should acquit themselves honourably and with success.

Tubular Basis

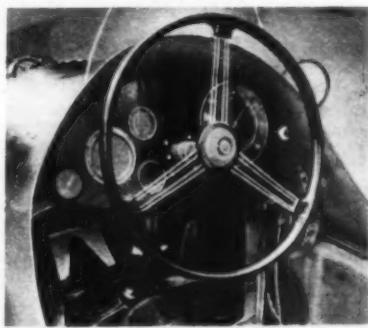
The chassis frame of the new car is based upon a pair of steel tubes of $3\frac{1}{2}$ in diameter by 16 s.w.g., so disposed as to converge towards the rear. Suspension is independent at both front and rear, by torsion bars actuated by a linkage arranged to provide a rising rate under deflection of the order of a 30 per cent increase at full bump. The wheels are



The sleek lines of the car are evident in this three-quarter front view which also shows one of the two fuel tanks; (inset) the double wishbone front suspension.

Kenneth McAlpine (in car) conferring with Rodney Clarke at Castle Combe before the new Connaught's successful racing debut.

(Below) : Cockpit view, showing the workmanlike construction and convenient positioning of instruments and controls.



Specification

Engine.—4 cylinders, 75 mm x 100 mm. 1,767 c.c. 2 valves per cylinder, push rod and rocker operated from 2 camshafts, chain driven from front of crankshaft. 4 Amal T.T. carburetors; Scintilla NV4 magneto; dry sump lubrication. Power output 139 b.h.p. at 6,000 r.p.m. Compression ratio 8.75 to 1.

Transmission.—Armstrong Siddeley pre-selector gear box, giving the following ratios: top 1 to 1, third 1.211, second 1.505, first 2.014 to 1. Final drive by straight cut crown wheel and pinion and easily changed spur gears, giving 5 alternative ratios; ZF differential.

Chassis.—Tubular construction, with independent suspension all round by wishbones and torsion bars. Armstrong dampers.

Rack and pinion steering, $1\frac{1}{2}$ turns from lock to lock.

Main Dimensions.—Wheelbase 7ft 0in, track (front) 3ft 10in, (rear) 4ft 0in. Dry weight, 10.9cwt; starting line weight (with fuel, oil, water and driver), 14.3cwt. Weight distribution fully laden: 47½ per cent front, 52½ per cent rear.

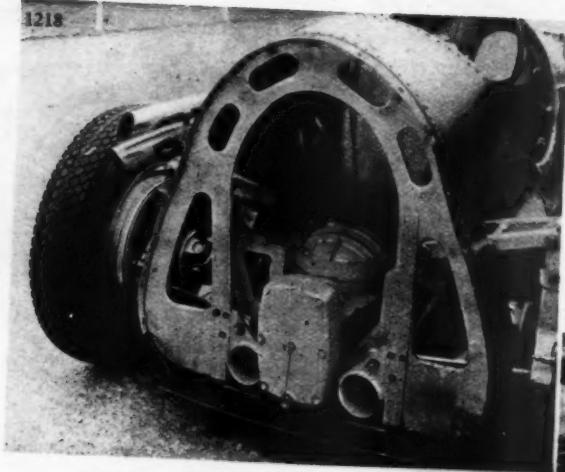
Tyres.—Dunlop racing, 5.50in x 15in front, 6.00in x 15in rear, on cast Elektron wheels.

Brakes.—Lockheed hydraulic 2-L.S., 12in dia. x 2in, in Alfin drums.

Fuel System.—Automatic pressure feed from two tanks; capacity 19½ gallons; oil capacity 3½ gallons.

Price.—£2,000.



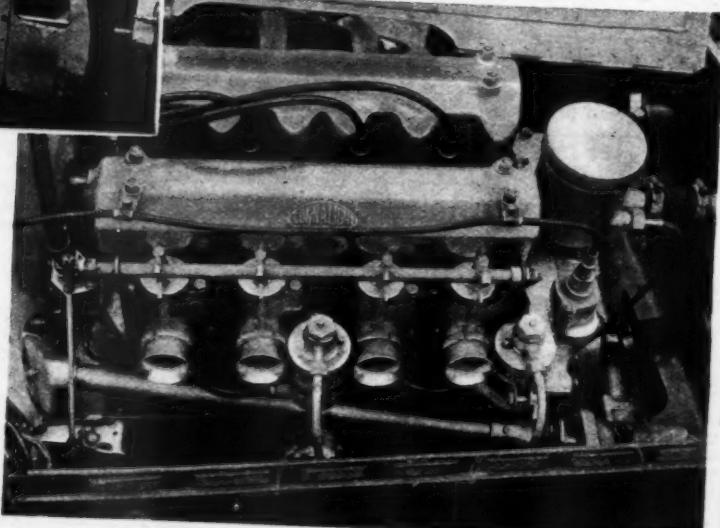


Connaught Formula 2 Racing Car: continued

carried on units attached to the outer ends of double wishbones, and these are so arranged as to fix the roll centres of the suspension at 0.4in above ground level at the front, and 5.5in at the rear.

The wheels themselves are Elektron castings, attached by four studs to the combined hubs and brake drums, which are of light alloy with integrally bonded linings by the Alfin process. The hubs are carried on Timken adjustable taper roller bearings, while the brakes are Lockheed hydraulic, of the two-leading-shoe pattern, 12in diameter by 2in wide. Steering is by rack and pinion, of Connaught design, $1\frac{1}{2}$ turns of the steering wheel covering the movement from lock to lock; the steering, however, is rather lower geared than this figure would suggest, as the short wheelbase of 7ft renders large steering angles unnecessary. Wheel movements are damped by Armstrong spring dampers, built into the top wishbone assemblies.

The engine is basically Lea-Francis, utilizing a light alloy block and crankcase, with the crankshaft and connecting rods used in the special Lea-Francis engines supplied to America for use in midget racing cars. Special Hepolite pistons are used, while the camshafts are modified from the original Lea-Francis form. As in all these engines, the valves are set at an included angle of 90 degrees in a hemispherical combustion chamber, and actuated by rockers and short push rods from two high-mounted camshafts.



Lubrication is dry sump, the front cross-member of the chassis being used as a 34-gallon oil tank, with an oil cooler of the gilled-tube pattern mounted ahead of the main radiator. Four Amal Type 10 T.T. carburettors are used, and a British-made Scintilla NV4 magneto provides ignition. The engine delivers 139 b.h.p. at 6,000 r.p.m.

Transmission is through a four-speed Armstrong Siddeley preselector gear box (which results in a saving of 25lb weight as compared with the normal gear box, flywheel and clutch) to the final drive unit, which is mounted on the frame at the rear. In this unit the input shaft lies beneath the crown wheel and ZF differential, a pair of spur gears transferring the drive to the bevel pinion shaft; these gears are easily changed on removal of a cover plate, different combinations providing five alternative back axle ratios. Short universally jointed shafts transmit the

power from the central casing to the rear wheel.

Two fuel tanks are used, one on either side of the body amidships, with a total capacity of $19\frac{1}{2}$ gallons; a pressure fuel feed is provided by an engine-driven air pump and a hand auxiliary pump. The positioning of the tanks results in a variation of only 2 per cent in the weight distribution as the fuel is consumed.

The whole machine is beautifully finished, with an attractive single-seater, light alloy body, presenting a frontal area of but 9.5 sq ft; large air scoops are provided to the brakes, and the cockpit layout and detail fittings are carried out in a workmanlike and unostentatious manner. With a power output of almost 140 b.h.p. and a dry weight of under 11cwt, the new Connaught should prove a formidable contender for Formula 2 honours. Incidentally, the sports two-seater Connaught now also has independent front suspension.

BOOKS RECEIVED

Motor Engineers' Pocket-Book, by A. J. Coker, G. Hemmings and E. Molloy, published by George Newnes, Ltd., Tower House, Southampton Street, London, W.C.2; price 10s 6d. It gives the mechanic comprehensive details of most cars in current use, and a section on fault-finding.

British Motor Cars 1950-51, compiled and edited by A. H. Lukins, published by George Ronald, 2, Alfred Street, Oxford, price 7s 6d. General information, specifications and illustrations.

The Seas and Shores of England, by Edmund Vale (12s 6d, B. T. Batsford,

Ltd., 15, North Audley Street, London, W.1). This is a second, slightly revised edition of a book first published in 1936. Whilst not immediately and obviously falling into the category of a "motoring book," it is concerned entirely with the coastline that is specially accessible to the motorist. It offers him, as Sir Arthur Quiller-Couch puts it in a foreword to the book, the beauty in the lessons of the coastline as read from the sea.

The *F.B.I. Register of British Manufacturers* is now available, published for the Federation of British Industries. Enquiries for copies from readers in Great Britain should be addressed to Kelly's

Directories, Ltd., 186, Strand, London, W.C.2. Overseas readers should write to F.B.I. Register, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. This standard book of reference on British goods and their manufacturers costs £2 2s.

An Ocean Without Shores, by C. O. Jennings (Hodder and Stoughton, 12s 6d). No motoring link exists with this book except that its author is a keen amateur racing driver. It is an escape story—127 days in an open boat—and ranks alongside works of Joshua Slocum, Alain Gerbault, Conor O'Brien and W. A. Robinson.

Jack Olding

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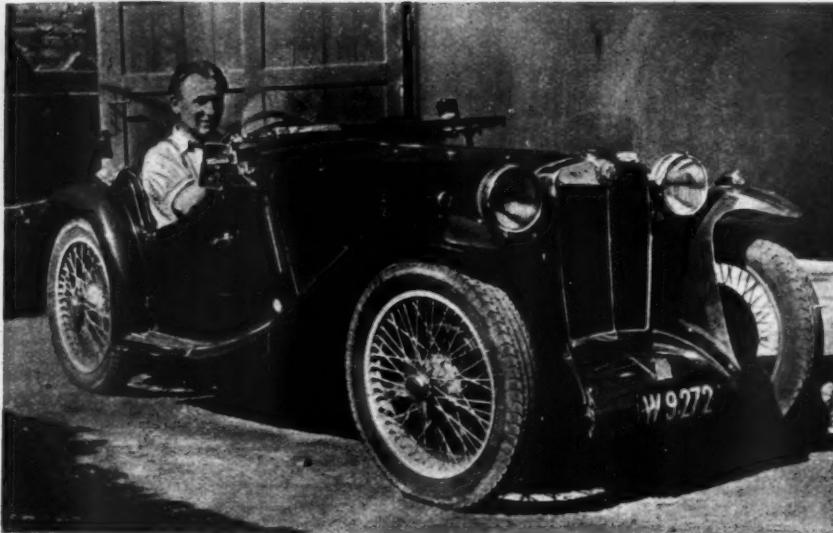
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Petrols Worth Awaiting



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The M.G. as it now appears, with its owner.

AN AUSTRIAN PA-TYPE: HOTTING UP BY INTUITION

BETWEEN Wiener Neustadt and Neunkirchen, across nine miles of level plain, lies the Neunkirchner Allee, one of the few roads in Austria where it is safe, at the right time, to let a fast car go as fast as it can. On a Sunday in August, 1947, I left Vienna at 3.30 a.m., hoping to get to Klagenfurt, 200 miles off, in four hours. When I got about half-way down the Neunkirchner Allee I saw, parked under the trees, what was undoubtedly a PA-type M.G., and could not resist stopping. It was the first M.G. that I had seen in Austria, apart from my own, and I believe that it is still the only PA in the entire country. There was nobody near it, but a hundred yards up the road two men were laying out a tape measure. One of them, noticing me, came back and held out his hand, as though my car were a guarantee of solidarity. "You've come at the right time," he said. "You can hold the watch."

After several minutes of complicated conversation, he speaking the broadest Vienna dialect and myself fumbling all the time for the right technical words in an alien language, I understood that he was going to try the PA over a measured kilometre for the first time, the engine having been prepared for it a week before.

He lifted the bonnet on the carburettor side. Except that it had horizontal Solex carburetors instead of the original S.U.s, the engine looked normal. There was, however, an air of super-efficiency, owed in some part to absolute cleanliness, but for the rest defying definition. "Would you like to hear it?" said Herr K. The engine ran quietly and took without hesitation all the throttle that could be given it, soaring up to 6,000 r.p.m. with a blare from the exhaust that could have been heard a mile away. It is remarkable that although the engine subsequently produced considerably more b.h.p. through various modifications, the exhaust was never as insistent as at this stage.

The 100-metre tape was laid out ten times and two white posts were driven

in by the roadside (they are still there). I, holding the watch, stood by the far one, K's friend at the other. K took the car back two kilometres to get a good run in. The average of four runs in one direction was 134.3 k.p.h., or about 84 m.p.h., there being a very slight wind behind the car. K was satisfied for the moment, but his mind was full of plans for the fourth stage of modification, which was to be carried out in the coming week.

A word about the history of the PA may be appropriate here. K got it, new, in 1936, when there were perhaps three dozen other M.G.s in Austria. He meant to warm it up for competitions, notably the annual hill-climb in the autumn at Graz, but never found the time. Between its arrival in Austria and the outbreak of war the car did fewer than 7,000 miles. From 1939 until 1944 it stood in a shed on blocks, and then K decided that some way must be found of saving it and the two other M.G.s, which he then had, from the impending Russian occupation of Vienna. Half-measures were useless. He spent three weeks dismantling them,

dividing each car into five major parts—wheels, body, chassis frame, engine and "etceteras"—and then, working at night, buried as much of them as he could. The three engines, wrapped in greased sacking and rubber cloth, lay in a common "grave"; two of the chassis were put in a backyard and covered with rubbish, and the third went into K's cellar; the wheels were buried in two places, as were the "etceteras" (such things as instruments, brake cables and lamps) and finally the bodies were hammered where they could be most easily repaired, treated with a blowtorch and flung on a scrap-heap near the buried chassis, various other items of more obvious junk being piled about them for effect. The result was that, although he lost a lorry-load of workshop equipment (the lorry was his, too) K saved his M.G.s. Two of them were reassembled after Four-Power occupation of the city had been agreed, and the third is awaiting its turn.

When I arrived at his workshop on the Monday morning K had two packets on the bench in front of him. In one was a Scintilla magneto (NV4) for which,

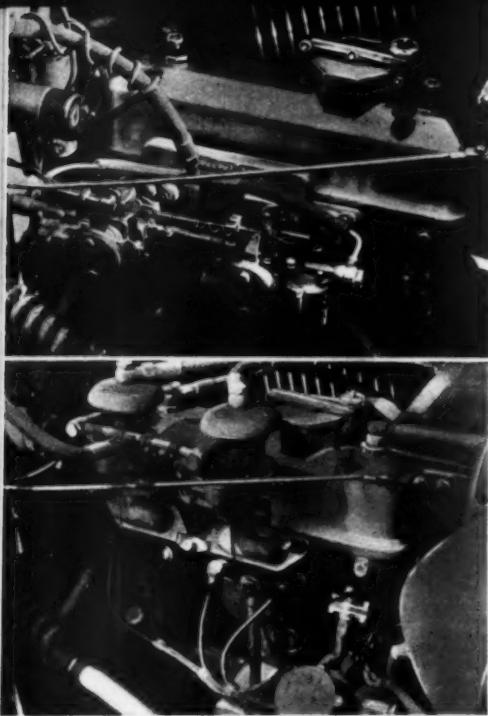
Fitting a crankshaft-driven supercharger, the latest modification.



TALKING OF SPORTS CARS

— No. 330 —

"T.O.S.C." needs little introduction to regular readers of *The Autocar*. It is a series of articles dealing with sports cars that have been given something special by the enthusiasm and affection of their owners. It may be little, it may be almost a rebuild, but the spirit in which it has been done is the criterion by which the car's suitability for the series is measured.



Two carburetor systems, the original side type and a more recent down-draught system.

apparently, he had been negotiating for ten months, and in the other two down-draught Solex carburetors, of the type fitted to the Volkswagen. It is typical of K that he had known apparently intuitively that these carburetors would exactly suit the PA engine, as it then was, at high speed. He had not troubled to make the smallest calculation. He decided to mount them on separate manifolds, whose design was the product of the artist rather than the mathematician. These manifolds, each a semicircle of copper tube blended into a short vertical intake pipe, were rough-made in less than three hours, but the finishing and polishing took three times as long. The internal polishing was done with jewellers' rouge on a felt buffing wheel, and this left the entire surface as smooth as glass. The flanges had been, needless to say, precisely matched with the ports before the tubes were brazed in, and they were finally surface ground.

Just the Thing

By midday on Thursday the carburetors had been mounted and the magneto installed. The engine started immediately, and ran as if these beautiful new accessories were exactly what it had been waiting for. Oddly enough the exhaust lost much of its crackle, but there was no doubt that the (relatively) enormous power that was now available. I had prophesied that a balance pipe between the manifolds would be necessary, but I was wrong. A balance pipe might have improved slow running, but K was not interested in slow running. Upwards of 1,500 r.p.m. there was no suspicion of unevenness.

K took the car out and tested it in his usual way—standing on the throttle in second gear. I remember comforting myself with the reflection that if a con-rod were thrown it could hardly come out backwards, but all the same I drew my feet back from the clutch housing. The rev counter stood at about 6,700, K jabbing it with his forefinger in a way that indicated the fulfilment of his dreams.

TALKING OF SPORTS CARS

continued

A fortnight later we timed the car over the measured kilometre on the Neunkirchner Allee, and the average of four runs in two directions, with a stiff diagonal wind blowing, was a little more than 89 m.p.h. The figure for the best kilometre was, as nearly as we could make it, 93.3 m.p.h.

I hasten to say that more had been done to the engine than merely the fitting of non-standard carburetors and a magneto. The following is a summary of the work embodied in the first three stages of modification:—

First, all the reciprocating parts except the pistons were literally mirror-finished. The connecting rods glitter as though they were plated, and so does the crank-shaft. Between thirty and forty hours' work went into the finishing of each connecting rod, and finally the four were balanced to within a few milligrammes. The polishing of the combustion spaces and ports took nearly a month. Unfortunately K did not record what improvement all this polishing made in terms of performance (he has a test brake available), but at least the cylinder head can be decarbonized now with little more than a wipe round.

New valves were made of austenitic steel, and likewise polished. They were left without the grinding-in screwdriver slots. The exhaust valves were about seven grammes lighter than the originals and the inlet valves about four. Stronger valve springs were fitted (K does not know how much stronger they were, or, apparently, where they came from). Valve lift was increased by grinding 0.7 mm off the cam bases. Six 57 mm piston blanks were obtained from Germany, and K, working again intuitively, turned up four pistons with a 6 mm dome. He had not worked out exactly what difference this would make to the compression ratio, but reckoned that the engine would tolerate the increase if run on 50-50 petrol-benzole, and so it proved (in fact its standard fuel is a 60-40 mixture). The new pistons were made to weigh exactly the same as a new original one, and to take the original rings.

Finally K made a lot of trial-and-error experiments with the exhaust system, this time on the brake, and decided to use tubing 5 mm smaller than the original and a Brooklands-type expansion chamber of 18-gauge steel, externally reinforced against drumming.

The last modification, made early this year for racing at Abbazia, in Yugoslavia, was the fitting of a low-pressure Zoller supercharger (VD type). This was mounted in front of the crankshaft and

coupled to it through a disc of $\frac{1}{2}$ in reinforced rubber which, though it looked absurdly inadequate, never gave any trouble. The engine was fed through the forward part of the original manifold from K's NA-type Magnette (which by then had three carburetors and three separate manifolds), the rear of the manifold, with its two superfluous ports, being cut off and a small projecting length turned to receive the pipe from the supercharger. Oil for the supercharger was taken from the feed to the o.h.c.

A run on the brake showed about 78 b.h.p. at 6,700 r.p.m. and an enormous improvement over the range between 2,500 and 5,000 r.p.m., and it was obvious that the axle ratio would have to be altered to take advantage of the supercharger. This was no problem for K, who has sets for three different ratios, bought, like much else that he has, for no particular purpose as the opportunity offered. The "next highest" was fitted—he has no record of its actual number—and subsequently retained even when the supercharger was taken off.

Once again to the Neunkirchner Allee. From the run down it had been evident that the car was now a good deal faster, but we were surprised to discover how much faster it actually was. Holding a sheet of figures in one hand and a watch in the other, I counted off the seconds as it approached. Nineteen, twenty, twenty-one, twenty-two—and it was past. The watch showed 22.1 sec. This, according to my tables, represented a bit more than 162 k.p.h., or 101 m.p.h. The subsequent runs were all slightly slower, the last being complicated by the fact that a Chevrolet intruded itself and had to be overtaken near the end of the timed stretch. On the way back we checked the fuel consumption, the tank first being allowed to run dry and then being given a carefully measured five litres, and it worked out at a little better than 23 m.p.g. The road speed during the test was between 70 and 75 m.p.h. wherever possible.

Later, since the oil temperature went up to 80 deg C and showed little tendency to come down, K fitted an oil cooler, part of the radiator of a light aircraft. This was connected between pump and sump and mounted in front of the main cooler.

The car is running without the supercharger again now, to save petrol. In its present form (down-draught Solex, Scintilla magneto) it does about 27 m.p.g. if run hard. No other figure is available because K never drives slowly.

J. R. L. ORANGE.

FOGGY BISLEY: VINTAGE S.C.C. RALLY

IN spite of the blanket of fog which covered the south of England last Sunday, November 26, a remarkably high percentage of the 74 entrants duly appeared at Bisley for the Vintage rally in a variety of period cars. Among the extremes of ancient and modern, the sight of S. J. Skinner's 1909 Wolseley-Siddeley alongside Bradford's Austin A.90 provided one of the best contrasts, while other stalwarts of the Edwardian brigade to turn out included "Florette," the famous 12-litre Itala, in the hands of Bob Ewen, and Peter Hampton's very beautiful little 1910 Type 13 Bugatti. Anyway, it was all well worth it, for the proceed-

ings went with a swing—as did some of the competing cars—and Chief Paddock Marshal Peter Stubberfield, armed with an enormous megaphone, rallied all entrants to each of the five driving tests with great dispatch and practically no delay. These tests consisted of a slow-fast run (slow as you can without touching the clutch for fifty feet, then fast as you like for a similar distance), a stop-and-restart acceleration test up the usual rutty hill, the Le Mans test (driver to run like Hades for twenty yards, jump in, start engine and accelerate over the line, all against the watch), and a parking test.



Another famous mill, this time at West Blatchington, near Brighton. Unlike the one shown last week, this building, a flint structure typical of the chalk downs country, is in good preservation.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

LAMP SIGNALS

Codes of the Heavy Drivers

[62976.]—May I voice my agreement with "Undecided Flicker's" findings in this matter [62963] and add a further night signal to this unofficial system.

When wishing to overtake a vehicle, flick head or pass light on and off (they should already be off to avoid rear mirror dazzle, a fact not known or appreciated by many drivers).

If the road is clear ahead, the leading vehicle flicks off or dips head lamps and then puts them full on.

A flick on and off of lights on the now rear vehicle means you are far enough ahead to pull in on your own side.

A flick off and on of tail lights on the leading vehicle means "Thank you."

Walsall, Staffordshire.

One That is Apparently Without Meaning

[62977.]—If I have read aright the letter from "Undecided Flicker" [62963], it would seem that he has driven "in every major town and city, and on every main road, both here in the British Isles, and on the Continent" (truly an astonishing achievement), the while giving "light signals," upon the exact

meaning of which he is evidently still seeking enlightenment—judging from his final paragraph and his pseudonym.

It would thus seem that sundry other road users have thereby run some risk of being "shaken rigid"—to use his own odd phrase—but in a permanent sense!

Although I have been driving in Britain and on the Continent for 46 years, I find myself ranged with The Scribe in my ignorance of what these unorthodox "light signals" are intended to convey. What, for example, is one intended to understand from a short flash on head lamps given by an approaching vehicle (usually a bus or lorry) in broad daylight on a straight main road, without other traffic in the vicinity, and with both vehicles travelling at normal speeds on their correct sides of the road? This is occasionally my experience, and that of other motoring friends.

J. W. WRIGHT.
Newcastle-on-Tyne.

Set for Night and Day Use

[62978.]—I was very interested in letter [62963]. I regret to say that I disagree with the signals stated by your correspondent and I detail below signals which I use and obey, and which I discovered in a well-known motoring association's magazine.

Night-time.

One flash—may I overtake?
Two flashes—I am going to overtake.
One flash, by vehicle about to be overtaken—O.K., pass.
One long flash, having been overtaken—it is safe to pull in.
Rear light flicker—thanks.

Daytime.

If a doubt exists as to the wisdom of passing on a narrow road, a single flash to oncoming traffic indicates that the driver who has flashed is waiting for the other vehicles to proceed.

Two flashes mean that the driver who has flashed is coming through himself.

I have mounted an old-fashioned, small horn button on my facia for the purpose of giving these signals.

Birmingham.

[While ventilating readers' views on this subject we must make it clear that *The Autocar* entirely disapproves of any unofficial "code" of light signals which can cause confusion and even danger. The correspondence is now closed.—ED.]

SPEEDOMETERS

Tribute to Aston Martin Accuracy

[62979.]—In the Road Test of the Aston Martin DB 2 (November 17), what pleasure it is to see that there is one English manufacturer of a very fine car who fits a perfectly true speedometer. It is dead accurate at speeds of 20 and 40 m.p.h. and very slightly slow at all other speeds up to 90 m.p.h. This is truly amazing.

G. B. POLLARD.
London, N.21.

DELIVERIES

Resale Figures in Northern Ireland

[62980.]—Not only is it good to see *The Autocar* back again but also heartening to read your Editorial on new car deliveries (November 17).

The motoring correspondent of the *Belfast News Letter* quoted a member of the trade as saying that 90 per cent of new cars were being offered for sale as soon as the Covenant expired. Certainly a surprising number of cars with English registration numbers appear in local showrooms labelled "1949 models."

Portadown, N. Ireland.

J. N. BROWN.

MOUNTAIN TRACKS

More Information Wanted

[62981.]—I have been very interested in the correspondence regarding the practicability or otherwise of some of the Welsh mountain roads.

Just before the war, with the aid of a large-scale map, we got into and out of any amount of trouble in the space of about fourteen days wandering in N. and Mid-Wales. Having selected a road from our map we were seldom able to get reliable information, and we were in many cases nearly put off attempting some which ultimately proved quite reasonable. In many cases we were unable to get right through, but even though we had to retrace our steps, the scenery was magnificent.

I cannot remember that we encountered any difficulty with either the Eunant Pass or the Hirnant, and I am also nearly certain that in those days (1938) the watercourses were not unduly difficult, but the surface was rough in places.

My advice to anyone exploring these mountain tracks is to take chains; they would have saved us a lot of time and trouble and also in many cases enabled us to have continued, when in fact a few yards of muddy track (admittedly without any signs of habitation for miles) were enough to send us back.

We managed to cross from Llanfair Caereinion to Carno via the Sychnant Pass, the descent into Carno being both long and

CORRESPONDENCE

continued

steep, but in places up on the high ground the road, although quite harmless, was little more than a track through the grass.

On reaching the main road at Carno we turned left towards Caersws, hoping to turn left again at Pontdolgoch and then make our way back via Bwlch-y-Garog and the two mountain lakes Mawr and Tarn thence to Adfa, but we were told this was impossible. Perhaps one of your readers can give further information on this point.

Three other roads which I should like to try next year are:—

- (a) Dyffryn Ceiriog to Llandrillo.
- (b) Tregeirig to Cynwyd (running parallel to the other road).
- (c) Llanchaiadr-ym-Mochant to Llandrillo via Tyn-y-ffridd and Cader Bronwen.

Here again, is any information available?
Chipstead, Surrey.

V. H. TUSON.

Further Experiences of the Eunant Pass

[62982.]—Referring to Mr. G. E. Adkins' query [62940], I traversed the Eunant Pass without undue incident in a Ford Anglia from Bwlch-y-Groes to Lake Vyrnwy in August, 1946, but, definitely, this is not a route to be recommended to the ordinary motorist. The half-mile or so nearest to the lake is not at all bad, but beyond the farm the surface deteriorates rapidly, and towards the top in particular is just a mass of gullies, boulders, watercourses and rock outcrops.

Incidentally, this pass caused quite a bit of fun to some of the competitors in the recent International Six-Days' Trial for motor cycles.

Sutton Coldfield,
Warwickshire.

EDGAR W. PILKINGTON.

[62983.]—Mr. G. E. Adkins' letter was of interest because I enjoy trying all the odd roads in Wales which are "Unsuitable for Motorists" and the notice alone draws me like a magnet. I went over the Eunant track two years ago in some trepidation and a Vauxhall Ten. There were four of us in the car, including Harry Price and his wife. He is an engineer with the Cadillac Corporation and was most impressed. The track is rough and wet but the going is quite good, and we did not have to stop at any time, although the pot-holes and ruts had to be taken slowly where they carried right across the track. The car had ample ground clearance and made less fuss than on the Hirnant Pass on the other side of Vyrnwy; this is now quite good on the south side where the Forestry Commission have done some work, but the north side has deep ruts and drains which want some care.

The only track which has defeated me in that part of Wales runs from Swch-cae-rhiw, at the end of the Ceiriog Valley, over to Bala. This deteriorates into deep ruts and can only be crossed on a motor cycle or a horse; at any rate I have never found tyre tracks far beyond a bridge about a mile from Swch!

Another gentle track which is no more difficult than the old coach road from Rhayader to Devil's Bridge runs from Glyn Dyfrdwy on A5 across to Glyn Ceiriog, and saves many miles when approaching the Ceiriog Valley from the west.

Birmingham.

E. C. W. HUSON.

[62984.]—I have been following with interest the series of letters about the higher and rougher of the Welsh passes. Sooner or later I felt sure that the track from Bwlch-y-Groes to Vyrnwy via the Eunant valley would appear.

In 1949 I successfully drove my 1930 Mark IV Riley Nine over it. It is passable—just—with an old car of the vintage type, but requires time and caution, and an enormous ground clearance.

The three major obstacles, bare rock with streams flowing down them, occur in the first mile. The worst, in fact, is within 300 yards of the turning off the main road and the fourth successfully punctured my petrol tank from beneath—this in the days of petrol rationing. Most was caught, however, in a hold-all zip bag and my wife and I carried this down the road vainly looking for a container. An old bucket long since used for sheep dip served the purpose and we finally reached Vyrnwy Dam on the contents of the Autovac. The subsequent trip to London, running on a queer mixture of sheep dip and petrol, is another story.

At least I can say that the track has been passed, but should not be listed as passable except to owners of old cars of character which abhor tarmac and concrete by-passes.

Eskdale, Cumberland.

C. W. KELVIN WALTON.

CALLING MODEL FANS

Correspondents and Literature Wanted

[62985.]—To begin with I've read your journal for several years, and my hobby is foreign sports cars—but in quite a "different" way. My collection of sports cars fits in a glass case, for they are approximately 12 to 15 inches long, hand-made of sheet-metal, and requiring several months' work on each one.

My main reason for writing is to ask if there is anyone in England with such a hobby, and if anyone reading your wonderful journal has any literature on any of the post-war and pre-war sports cars. Many of your manufacturers responded wonderfully to my requests for literature, but most of their supply was destroyed during the war. I would answer any replies from persons interested.

I am most interested in any folders, catalogues and photographs of such sports cars as the Alfa Romeo, Alvis, Bentley (and R.R.), Bristol, Bugatti, and so on down the lines to the famous Vauxhall 30-98.

5419, South Hermitage Avenue,
Chicago 9, Illinois, U.S.A.

TIM F. MC LAUGHLIN.

EXPORT BUYER'S VIEWPOINT

How the American Reader Sees It

[62986.]—I have recently been reading articles in various magazines concerning British automobiles. I have noticed that the British product is highly over-priced. The sports models do present real value in most cases. The touring cars, nearly always, are definitely over-priced in comparison with the standards we know here in America.

I do not find any sense in paying a fortune for a car. Buying a car of a ridiculously high price makes it a life-time possession. The American car is by no means inexpensive but is a large, massive car in the reach of most people.

At present, cars in Britain are not too plentiful. You can't be very choosy because you must accept whatever is available. I believe that if the manufacturers would lower their prices, it would open a new market not only in Britain but also here in America.

Elkins Park, Pa., U.S.A.

FRANK GABLER.

ROOFTOP MUSIC

Beating Time to Car Radio?

[62987.]—As a regular reader of your excellent journal, I was particularly interested to read The Scribe's "Disconnected Jotting" with reference to the driver observed playing a tune on the roof of his small car by extending his arm upwards from the window (November 17).

Last August, proceeding south on holiday, between Abingdon and Newbury, I followed a similar driver in a Sunbeam-Talbot for over five miles; he, likewise, drove very well and at speeds up to 45-50 m.p.h. and drew his arm in only when something fairly tricky had to be negotiated. What amused my passengers and myself so much was that my car radio was switched on to dance music and the hand in front kept beating perfect time with our music. By the, at times, quite ecstatic tappings, it was obvious that the driver seen by The Scribe was also tapping to his radio music.

HARRY KINNEAR.

Doncaster, Yorkshire.

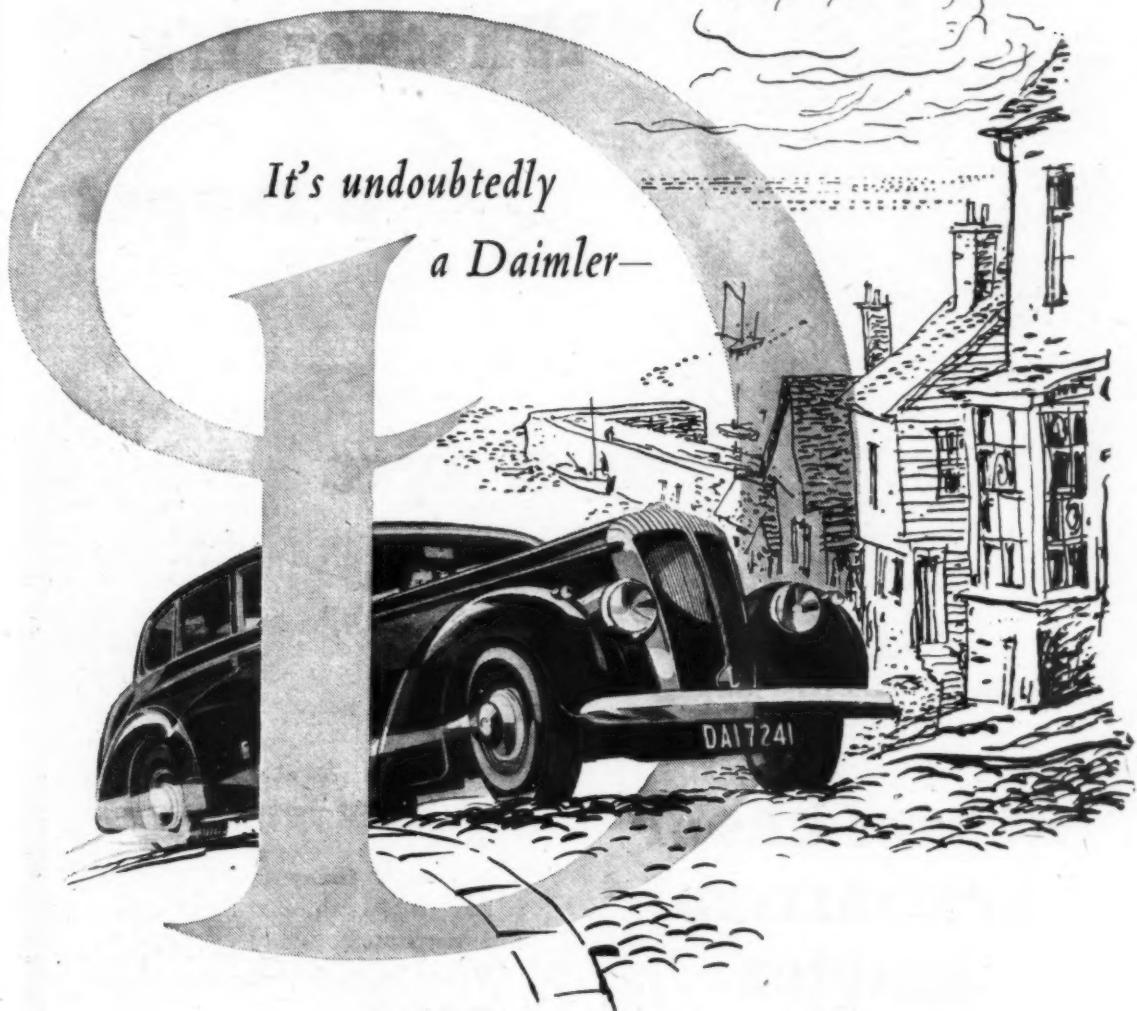
LONDON TRAFFIC

Why Has It Become a Nightmare?

[62988.]—Why have the shopping streets of London become a nightmare to travellers? They were there before motorists were thought of and attracted as many people, who could gaze and shop in comparative peace and with little likelihood of being involved in an accident. Their position is so well known to everybody who knows London that all who use shopping districts do so at their own risk of hold-ups.

I have no patience with either motorist or pedestrian who complains of the time it takes to traverse the West End. One cannot move quickly in crowds, either on foot or in a car. There is always an alternative, so why not take it? As to strangers and visitors, are we to alter London to suit them? In other words, to take the London we know and love out of London? Far better to erect large signs on the outskirts showing the way to avoid the shopping centres and telling motorists that if they insist on traversing them, the hours so spent should be deemed a pleasure, like the loitering on a seaside promenade.

The Festival of Britain must not be used as an excuse to



*It's undoubtedly
a Daimler—*

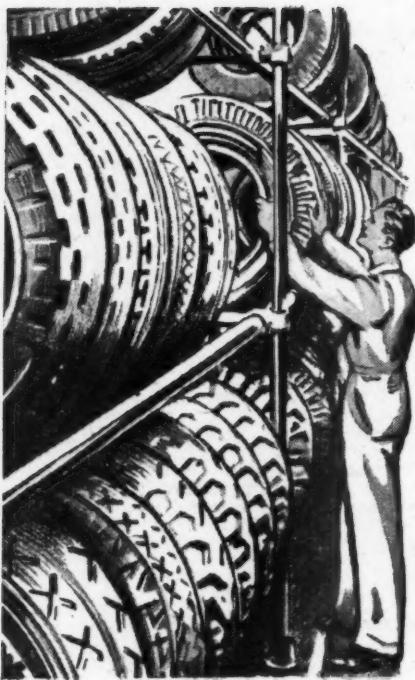
*At home in the cobbled streets of a Devon village . . . outstanding amid the elegance of a Mayfair square . . . the graceful dignity of the Daimler Consort makes it always a part of the English scene. Notable features of this restyled saloon on the famous 2½ litre Daimler chassis include the hypoid bevel rear axle for extra ground clearance and improved performance; larger hydro-mechanical brakes; rigid, light body and sweeping modern lines, and of course Daimler fluid transmission and pre-selective gear change.**

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To H.M. King George VI

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DAY

ROOTES

NIGHT

LONDON

BIRMINGHAM

MANCHESTER

MAIDSTONE

CANTERBURY

ROCHESTER

FOLKESTONE

WROTHAM HEATH

Ladbroke Hall, Barlby Road Ladbroke 3232

90/94 Charlotte Street

Central 8411

Olympia, Chester Road

Blackfriars 6677

Mill Street

Maidstone 3333

The Pavilion

Canterbury 3232

High Street

Chatham 2231

86/92 Tontine Street

Folkestone 3156

Wrotham Heath

Borough Green 4

CORRESPONDENCE

inflict a lot of regulations on the long-suffering Londoner. If he really wants to get to any particular part of London quickly he finds out the quickest route and method. If it suits his mood he goes by foot, bus, car or underground. He is not the slave of his car. And he has no desire to alter the layout because an exhibition is being held.

There are twenty-four hours to each day, and surely it is not beyond the wit of man or woman so to organize his or her own life as to enable the necessary journeys to be accomplished in the easiest manner!

Hands off London, I say.
Shirley, Surrey.

W. DELL.

ALVIS "MODS."

Lightening the Alvis 12-50

[62989.]—I have just fitted an aluminium clutch casing on our 1927 Alvis 12-50, and with much drilling of the flywheel and clutch components have lightened the whole assembly by about 30lb, which has given the car just that much extra acceleration to make it more than hold its own with its equivalent post-war model.

JAMES A. BEETSON.

Altrincham, Cheshire.

HEALTHY COMBUSTION

Benefits of the Car

[62990.]—A recent reference, by one of your contributors, to the benefits of the internal combustion engine reminded me of what, in my opinion, has been one of the greatest single contributions to the health of mankind.

I refer to the abolition of the horse from urban areas by the coming of mechanical transport. Those of us who are old enough will recall how, in the early 1900s, manure-fouled dust blew about our untarred streets and swarms of flies (bred in the stable-yard) invaded our homes and contaminated our food.

The average span of life in this country has, I understand, increased by several years during the past 50 years and it is somewhat significant that this period closely coincides with the motor car era. If I have the facts right they deserve to be brought forward every time prejudice raises its voice against the car.

C. W. CARR.
Eastbourne, Sussex.

THE COST OF MOTORING

Figures for a 1936 Morris Eight

[62991.]—Petrol is unrationed but petrol is dear. What does it cost to run a small family car of average vintage? Probably many owners have not had unlimited petrol long enough to be able to make a true estimate. I can give them some idea, for while petrol was rationed I was obliged to cover a fair mileage, and for two years I have kept strict account of all expenses in connection with my car, a 1936 Morris Eight in very good order. The figures are complete and include sixpenny as well as £1 car park fees! Here are the figures:—

	1st Year	2nd Year
	£ s d	£ s d
Tax	10 0 0	10 0 0
Insurance	6 16 6	7 0 0
Petrol (194 gallons)	20 6 7	(252) 34 5 8
Oil (32 pints)	1 17 8	(46) 1 16 3
Repairs, Replacements, etc.	15 7 8	33 7 9
Garage and Parking	7 14 9	5 2 6
Driving Licence	5 0	5 0
Totals	£60 8 2	£91 17 2
Mileage	6,718	8,629
Miles per gallon	34.63	34.24
Miles per gallon, oil	1,679.5	1,500.7
Cost per mile	2.15d	2.55d
Cost per week	23s 2d	35s 4d

Some comments on the figures are necessary. It will at once be seen that nothing is allowed for depreciation. I like to keep my figures exact and until I dispose of the car, I cannot know the exact figure for depreciation. And with present prices of used cars it is not easy to estimate it. Some cars appreciate. However, those who like to include this item can add their own figure and then work out the cost. £50 on to the second year's total would give a cost of almost 4d a mile.

The slightly increased cost of insurance in the second year is explained by the fact that just before the end of it I changed from a third-party, fire and theft policy to a comprehensive. In a full year this item will be some £6 more.

continued

At the beginning of the first year petrol was 2s 1½d a gallon, and at the end of it I was paying 4s 1½d for two gallons. But at the end of the second year petrol was 3s 1d a gallon, and in some places I had paid as much as 9s 5d for three gallons. But I used cheaper oil, and bought in bulk.

The figure of £13 7s 8d, for repairs and so on, in the first year, is very light, for it includes one new tyre and a new battery. The second year's figure is much heavier, and includes only one (rebuilt) tyre. But I effected some replacements which were not essential. If one remembers the present cost of garage work and of tyres, the figure is probably not out of proportion. I do only routine servicing and very minor repairs myself.

I think, therefore, that the second year's figures could be taken as the minimum present-day cost of running an 8 h.p. car.

J. MARFRED.
Wendens Ambo, Essex.

THE B.R.M.

Too Early to Start Worrying

[62992.]—In 1934, the new wonder cars, as they were then, the Auto Union and Mercedes-Benz, were represented by five models in the French Grand Prix. It was to be a grand demonstration of overwhelming German superiority. Not one Auto Union, not one Mercedes finished.

In view of the later achievements of these two teams, up to now the most successful that have ever appeared, it seems rather early days to start worrying about the B.R.M.

Nairobi.

CHARLES METCHIM.

COMPETITION MANNERS

The Missing Names at Presentation

[62993.]—Cogitating on recent experiences I have been wondering if it would add to the pleasure of those attending public motoring functions if the celebrities invited contrived to be present on time so that programmes could proceed smoothly. It is quite possible, of course, that to hear that one's name was called out several times at, for instance, a prize presentation, does give exquisite pleasure to a great many people, but no one could claim that it added to their dignity. Never let it be said that people connected with motor sport need to be taught manners!

C. G. H. DUNHAM.
Luton, Bedfordshire.

H. W. EGERTON

An Appreciation from a Fellow-Pioneer

[62994.]—That rapidly dwindling band which took part in the famous Thousand Miles Trial of 1900—an event which first set the wheels of the British motor industry in motion—has lost a prominent member in the passing of Hubert Wingfield Egerton in his 75th year.

In his earlier life, Egerton was a man who delighted in attempting what was considered to be almost impossible, and he usually succeeded, thanks to his bulldog determination and great courage. Thus, during the depth of the winter of 1900, a year of the greatest severity in most parts of the country, he drove a Locomobile steam car from John o'Groats to Land's End, a feat that has never been repeated; this vehicle was little more than a mechanical toy and was suitable only as a runabout for town work but, in the face of extreme odds, including driving some 500 miles with no balls in one of the wheel bearings, he succeeded.

In 1897, he joined the old Dunlop Pneumatic Tyre Co., Ltd. at the instigation of the late S. F. Edge and when the De Dion-Bouton British and Colonial Syndicate, Ltd. was formed at the beginning of 1900, he became sales manager. Shortly afterwards, he founded the great business of Mann Egerton, Ltd.

When Edge became interested in the A.C. business, he again joined him and afterwards he was with his brother at Ipswich.

He was the son of the Rector of Western, near Norwich, and the nephew of that distinguished scientist, Sir Charles Vernon Buoy, F.R.S. Another uncle of his founded Bloxham College, where Egerton was educated.

He and I had been close friends for well over half a century; he was a charming, kind-hearted and deeply religious fellow with engineering positively in his blood. In certain respects, he was perhaps his own enemy, but he had some striking inventive gifts and it is unfortunate that he was not able to make that degree of headway in the world which one would expect from a man of his undoubtedly ability.

ST. JOHN C. NIXON.
Epsom, Surrey.

FEDDEN TROPHY TRIAL

FOG played some special tricks on the Roy Fedden Trophy trial, run by the Bristol club last Saturday. For the most part the country between the fairly widespread sections was clear, with the appearance of traditional Christmas cards, but most sections seemed to attract the horrible stuff, and competitors were driving at times in a visibility down to a few yards.

Despite earlier fears of enforced abandonment the Fedden was a great success, C. L. Bold, T. C. Harrison and J. Clegg completing the course without loss of marks. The special test times were used to differentiate between them, Bold beating T. C. by $\frac{1}{2}$ sec and Clegg by $1\frac{1}{2}$ sec. The course for this Fedden Trophy trial is unusually good, having several hills guaranteed to stop about half the entry, and three—Shrub, Raizes and Green Lane—in which only nine, fifteen and ten competitors respectively kept a clean sheet.

Green Lane Hill attracted a good crowd of spectators, few of whom failed to get well splashed with clay. From a relatively flat surface at the bottom, the hill became a hazard of very deep, soft clay between a wall on the left and hedge on the right. Of the unfortunate on this hill, several got within a few feet of the top before failing, among them being L. J. Oliver, J. D. Sleeman and R. W. Faulkner who each made tremendous efforts. L. Onslow Bartlett, who subsequently won the Daphne Trophy for cars under 1,100 c.c., was also among the unsuccessful. Since the previous weekend the fire-proof bulkhead, between the rear-mounted engine and driving compartment, had been extended upwards to seal off the engine fully.

Another particularly good hill, Alf's Delight, provided many incidents for spectators and an anything but dull ride for the competitors; a sharp right-hand turn and up a steep track, with a vicious hump near the top. Nearly everyone managed it, however, in spite of its alarming appearance. Breakheart stopped 20 in its deep zig-zagging gully. ("It's not really Break'ear, o'course, only they moty blokes calls it that—we know it's Crooked Mustard.")

RESULTS

Roy Fedden Trophy: Bold 1.080 (C. L. Bold), 0 marks lost.

Alexander Duckham Cup (runner-up): Harford

1.172 s (T. C. Harrison), 0.

Daphne Trophy (best performance up to 1,100 c.c.): Onslow Bartlett 996 (L. Onslow Bartlett), 35.

Club Cup (best performance 1,100 to 1,500 c.c.): Bad-Ford 1.172 (F. P. Radford).

Basil Barber Memorial Trophy (best performance over 2,500 c.c.): Clegg 1.172 s (J. Clegg), 0.

Club Cup (best performance by member of B.M.C. and L.G.C.): Imhof Spl 1.172 s (A. G. Imhof), 5.

James Russel Shield (team award): Northern Lights—J. Clegg, T. C. Harrison, Fairley 1.496 (R. W. Phillips), 40.

First-class awards: Dellow 1.196 s (W. H. Waring), 15; H.N.G.-Mercury 5.917 (A. W. Francis), 20; M.G. 1.172 (G. E. Burgess), 35; Dellow 1.172 s (G. D. C. Ostromoff), 25; M.G. 939 s (G. W. Best), 25; Price Spl 1.172 (D. W. Price), 20.

Second-class awards: Dellow 1.172 s (D. Bollom), 30; Burgess 1.496 (K. E. O. Burgess), 35; Oliver 1.172 s (L. J. Oliver), 20; Vanguard Spl 2.08 (R. C. H. Rawlinson), 40; M.G. 939 s (A. W. Morrison), 40; Ford 1.172 s (V. S. A. Biggs), 25.

KENT CLASSIC

THE weekend's fog prevented neither the safe arrival of entrants nor completion of the course in the Kentish Border C.C. 8th Annual Sporting Trial on November 26, an invitation event. The slopes were greasy enough on top but the mud and leaves on some hills had a certain firmness, and though the restart test was difficult and nobody got to the top of the Horror, one of the good hills



The athletic and incredibly loose-limbed Mercury of R. W. Faulkner on Alf's Delight in the Fedden Trophy trial (top).

It took a wire and tractor to heave J. Readings (Regent Special) through the deep clay of Green Lane in the Fedden Trophy event.

Fog in the lanes during the Kentish Border trial, and the Javelin-engined car of K. E. Burgess.

arising round Boxley village, nearly all completed the course. There was a capsize, without injury, on Pollyfields. It was fortunate that in spite of the inevitable hold-up the last three hills, pre-war favourites now in commission again, did not have to be omitted. They caused general failure, but have character and points of interest.

Special tests at an airfield included a circle to ascertain that differentials were really working, with rear wheels marked with chalk. Nobody was caught out.

In a field composed almost entirely of 1,172 c.c. specials, Imhof and Waring carried off the two main awards, respectively the Visitor's Cup and the Alexander

Bronze. R. E. Lang's win (Austin 747) in the Alexander Trophy was a good one; the little car seemed in excellent tune. So far none of the recent Javelin-engined cars seems to have reached the winning stage of development.

RESULTS

Visitor's Cup: Imhof Spl 1.172 s (A. G. Imhof). **Alexander Bronze (best performance K.B.C.C. member):** Dellow 1.196 s (W. H. Waring).

Alexander Trophy (best performance K.B.C.C. member, up to 1,100 c.c.): Austin 747 (R. E. Lang).

Committee Cup (K.B.C.C. member, 1.191 to 2,000 c.c.): Lotus 1.172 (M. Lawson).

Harvey Cup (K.B.C.C. member, 2,001 and over): Dellow 1.172 (A. E. A. Day).

First-class awards: Ford 1.172 s (V. S. A. Biggs);

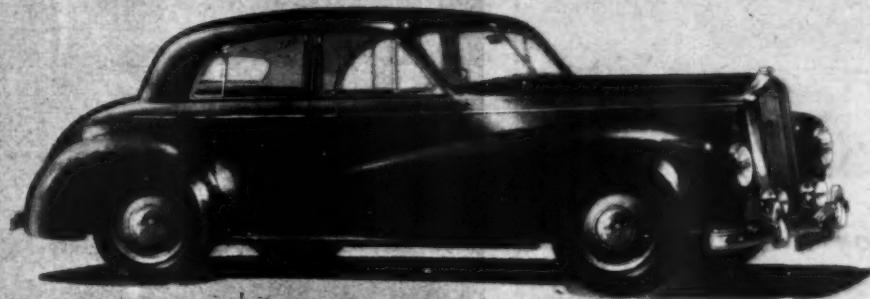
Martini 1.172 (G. E. Gramp); Spence Spl 1.172 (E. G. Spence); Price Spl 1.172 (D. W. Price).

Second-class awards: Dellow 1.172 (B. H. Brown);

Dellow 1.172 s (E. W. Vero); Dellow 1.172 s (F. L. Stark); Dellow 1.172 s (O. H. Sleep); Cotton Spl 1.172 (D. F. Cotton).



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(L.M.105)

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

The Autocar READERS' SERVICE

Maximum Torque and B.H.P.

I should be much obliged if you would explain the difference between the maximum torque of an engine and the maximum b.h.p.

It seems from the figures you publish that the maximum torque is developed at a much lower engine speed than the maximum b.h.p., whereas I should have thought the torque would have increased in relation to the engine speed.

Walsall, Staffordshire. F. A. D.

ONE can best grasp the difference by considering the actual work done by the engine for every revolution. As you know, when an engine is revving hard it loses some of its efficiency, and although the total brake horse-power produced is greater than at a lower speed, the amount of power produced *per revolution of the engine* is considerably less. Maximum torque is available at the point where the engine gives most power for each revolution.

To put this in a practical way, you will know that when driving up a long, steady incline in top gear, it will be found that if you approach the hill at 45 m.p.h. your speed will rapidly drop to, say, 30 m.p.h. and this speed will be held right the way up the hill. Should the car be baulked, causing the speed to drop to, say, 25 m.p.h., it will be found that you have to change down as this speed cannot be held or improved upon. This shows that in the instance taken, maximum torque is available at the equivalent of 30 m.p.h. in top gear.

Going back to the bottom of the hill, so to speak, where you are moving at 45 m.p.h., you are producing more power than at 30 m.p.h. but, relatively speaking, you are getting less power per engine rev and, if for the sake of argument, the car moves forward one foot per revolution in top gear, you have less power available for each foot of your progress. At 30 m.p.h., however, you have sufficient power available to propel the car up the hill.

Air Scoop

I am the owner of a 1950 Morris Minor and am considering the fitting of a forward air scoop connected by pipe to the carburettor air intake in order to improve performance.

As you are aware, this fitting is used by a number of manufacturers but I should like to seek your advice regarding the details.

I. R. G.

Brentford, Middlesex.

WE would not recommend that you went to the trouble of fitting a scoop because carburettor conditions are not constant when affected by the road speed of the car and are further complicated by the fact that a high engine speed in low gear will produce different carburation conditions from the same engine speed when the car is in top gear. We

know of no manufacturers who use this device and consider that you have probably been deceived by air escape or decorative holes on some of the modern cars.

A scoop is of use only for special purposes such as speed tests, when the carburettor can be adjusted for a predetermined road speed. Its use would raise the pressure in the carburettor tract above that of the atmosphere, and consequently lower the level of the fuel in the jet, with a weak mixture and its attendant evils as a result.

Ammeter Wiring

I would like instructions for wiring an ammeter in a Morris Eight Series E model. I have already purchased a suitable instrument and do not expect any difficulty in fitting it into the vacant segment, but I have no idea about the wiring up.

H. G. R.

Bebington, Cheshire.

THE ammeter should be connected in the main lead from the battery to the switchboard, because all the current taken by the electrical system (with the exception of the starting motor current) should pass through it. You must, of course, avoid connecting it in the starting motor circuit.

Starting from Cold

I have recently experienced starting trouble from cold with my 1939 Austin saloon, and have been able to start the engine only by obtaining a tow. This has happened on four recent occasions after the car has been standing for two or three days in the garage. I have no trouble when it is used daily. I have

traced the trouble to moisture on the plugs, but I am unable to trace where this is coming from.

G. W. E.

West Hartlepool, Co. Durham.

UNLESS your car is being stored in a particularly damp garage, the starting trouble points to some slight leakage from the cylinder head gasket. The cause should be apparent if you remove the head and carefully inspect the gasket. There may be some slight distortion caused by incorrect tightening down of the head on some previous occasion and the trouble might be cured by using a gasket cement when reassembling the engine. If this does not work then you may have to have the head refaced, which may lead to pinking on present grades of fuel, or you may even be obliged to fit a new head.

Opel Vibration

A vibration has developed in the body of my Opel which I take to be in the transmission. I recently overhauled the car, fitting new tyres and other parts, and this vibration has started since then. I am fairly sure that the gear box and universal joints are sound.

K. A. G.

Slough, Buckinghamshire.

IT may be that you have reassembled the propeller-shaft incorrectly. It is easy to replace the splined joint so that the forks of the universal joints are not relatively at the same angle. The driving fork on the joint nearest the gear box should be in the same plane as the driven fork on the rear axle pinion shaft. If you have fitted new tyres, check the balance of the wheels again as unbalance can cause considerable vibration.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15588. *Wiring Diagram*

“R. A.”—1936 Morris Twelve, Series II.

No. 15589. *1938 Rover Twelve*

“L. W. B.”—All possible information and a handbook.

No. 15590. *1938-39 Buick Viceroy*

“L. W. A.”—All possible information, handbook and points to watch when purchasing second-hand.

No. 15591. *Marendaz*

“H. M.”—Would appreciate contact with an owner.

No. 15592. *1933 9.8 h.p. Rover*

“D. M. T.”—All information, running costs, performance, maintenance snags, handbook and spare parts list.

No. 15593. *Singer Nine Le Mans*

“V. W. S.”—All possible information and a handbook.

No. 15594. *1933 K-type M.G. Magnette*

“E. R. T.”—General information and a handbook.

No. 15595. *1937 Riley Twelve Adelphi*

“R. J. S.”—Maintenance hints and tips and a handbook.

No. 15596. *1938 TA-type M.G. Midget*

“R. A. M.”—All possible information and a handbook.

No. 15597. *1930 D.8 Delage*

“G. A.”—All possible information and a handbook.

No. 15598. *Handbook Required*

“K. C. McK.”—1933 Austin Twelve-Four

No. 15599. *1925 Citroen Closseleaf*

“E. V. H.”—General information and a handbook.

No. 15600. *1934 Sunbeam Dawn*

“A. H. H.”—Maintenance hints, general information and a handbook.

No. 15601. *1933 K-type M.G. Magnette*

“J. T. T.”—All possible information and a handbook.

No. 15602. *1937-38 17 h.p. Alvis*

“T. J. H.”—General information and running costs of the saloon or coupé.

No. 15603. *1947 1½-litre Riley*

“T. V. R.”—General information and a handbook.

THE SPORT



Clods of mud fill the air as B. Fitzwater (Riley Special, 1,087 c.c.) enters a sticky section in the Roy Fedden Trophy Trial (report on page 1224).

THE weather being as it was last weekend it is really remarkable that so much motor sport took place; but take place it did, and although all competitors grumble about the weather, yet they carry on just the same. Certainly the Vintage Bisley was no less amusing than usual; though it was a pity that the wonderful test in which the passenger had to tell the unfortunate blindfolded driver where to go and what to do had to be omitted. Some rehearsals for this had caused one well-known figure among the spectators to comment that he hoped that all the girls who couldn't tell right from left could at least tell right from wrong. Not, of course, that they could come to any harm in any case among the Vintage members, who are—like their cars—so upright as to verge on the Early Perpendicular, and well, rather than often, turned out.

The next Vintage rally will be that organized by the Midland section, with Measham as a finishing point; this will be on January 6-7, with a much longer road section than last time, zero hour being fixed for midnight on the sixth. Entries close on December 27; enquiries to J. W. Rowley, 112, Birmingham Road, Aldridge, Staffordshire.

I MAKE no apology for returning to the subject of the next Grand Prix formula. To begin with, let us get this date business straight; the existing formula, as originally planned, expired at the end of 1951; an amendment was later moved by the F.I.A. assembly, that its duration should be extended until 1953. This sounds slightly ambiguous, and in company with many other people I was for a long time under the mistaken impression that the new formula would come into force for the 1953 season; this is not so, and the existing formula will therefore apply for the next three seasons.

With reference to the classification of gas turbine-engined vehicles for racing or record work, it should be stated that, at present, there is only one officially adopted suggestion for its composition. This is the rating proposed by the Tech-

nical Committee of the R.A.C. and provisionally accepted by the F.I.A., who have sent copies of it to all national automobile clubs for their study and comment. The proposed method of classification is by a limitation of the area, expressed in square centimetres, of the air inlet to the compressor, measured in a plane perpendicular to the compressor axis at the leading edges of the first rotating vanes. In other words, a limitation of the rate of air consumption of the unit, which possesses many of the advantages of limiting the fuel consumption but without the disadvantages inherent in that unfortunate process.

THE comparative newcomer in the 500 c.c. racing field, the Kieft, has now come into considerable prominence as a result of a successful onslaught on records in both the 350 c.c. and 500 c.c. classes at Monthéry last week. The cars were fitted with Norton engines, and the team of three drivers consisted of Stirling Moss (can't keep him out of it), Ken Gregory, and John Neill. These are all international class records; those broken on Wednesday, November 22, were in Class J (up to 350 c.c.), and comprised the following: 50 kilometres, 78.44 m.p.h.; 50 miles, 78.75 m.p.h.; 100 kilometres, 79.8 m.p.h.; one hour, 79.37 m.p.h.; 100 miles, 79.62 m.p.h.; 200 miles, 77.11 m.p.h.

On Thursday, November 23, the records concerned were in Class I (351-500 c.c.), the speeds being correspondingly higher, thus: 50 kilometres, 90.06 m.p.h.; 50 miles, 90.63 m.p.h.; 100 kilometres, 90.89 m.p.h.; one hour, 91.34; 100 miles, 91.40; 200 kilometres, 88.61 m.p.h.; 200 miles, 86.99 m.p.h.

All the above records, of course, are subject to official confirmation.

This is a really good effort, and underlines the considerable progress made by the Kieft firm in the short time which has elapsed since its inception.

MORE news about the Monte Carlo; three competitors have now scratched from the original British entries—Leslie Johnson, Stirling Moss

and C. Glenie—the first two because their Jaguars will not be available. This allows the first three reserves, J. A. McLaughlin, C. F. Bartlett, and E. H. Channon, into the list with a Riley, an M.G. and a Morris respectively.

The organizing authorities have now issued an official statement averted the regulation which has been the subject of such criticism of late; they consider that it is unfair to have to exclude from the rally a car of which the engine has been modified from the standard specification, while having to accept the same modified engine in a different chassis and under a different name. They also—and here comes the crux of the matter—claim to have learned of the preparation of a catalogue to cover major alterations to the necessary thirty cars to permit a special team to compete. If this is in actual fact a project which had any possibility of completion, then the rally organizers are obviously not just entitled, but almost compelled, to introduce legislation against it; but it seems a pity that in so doing they should have so materially affected the chances of some of our best known rally cars.

TOMORROW, Saturday, December 2, the North-West London M.C. hold their annual Gloucester Trial, starting from the Bear Pools Café, Rodborough Common, near Stroud, at 9.30 a.m. Last

COMING SHORTLY

- DECEMBER 1.—Cornwall Vintage C.C. Meeting, Chiverton Arms, Blackwater, 8 p.m.
- 1.—Bristol M.C. and L.C.C. Film show, Ship Hotel, Alveston, near Bristol, 7.30 p.m.
- 1.—East Anglian M.C. Annual dance, Red Lion Hotel, Colchester, 8 p.m.
- 1.—Brighton and Hove M.C. Annual dinner and dance, Bedford Hotel, King's Road, Brighton.
- 2.—N.W. London M.C. Gloucester Trial, Cotswolds. Start from the Bear Pools Café, Rodborough Common, Gloucestershire, 9.30 a.m.
- 2-3.—M.G. Car Club (N.E. Centre). Trial, Yorkshire.
- 3.—Hagley and D. L.C.C. Shropshire Trial, Bridgnorth.
- 3.—N. Midland M.C. Autumn Sporting Trial, Derbyshire.
- 3.—Chiltern C.C. Chiltern Hills Trial, Chilterns.
- 3.—Midlands Motoring Enthusiasts' Club. Route finding competition, starting Talbot Hotel, Hartlebury, 2 p.m.
- 4.—West Hants and Dorset C.C. Annual general meeting, Grand Hotel, Bournemouth, 8 p.m.
- 6.—Lagonda C.C. Film show, Prince of Wales, Drury Lane, London, W.C.2.
- 6.—Midlands Motoring Enthusiasts' M.C. Annual dinner and presentation of Silverstone awards, Imperial Hotel, Birmingham, 7.30 for 8 p.m.
- 8.—B.R.D.C. Annual dinner and dance, Dorchester Hotel, Park Lane, London, W.1, 8 p.m.
- 8.—Hagley and D. L.C.C. Annual dance, Dudley.
- 8.—Sporting Owner—D.C. Film show, Chequers Hotel, Whipsnade, 7 p.m.
- 9.—Sunbeam Register. Point-to-point treasure hunt, starting Lambert Arms Hotel, Aston Rowant, 12.45 p.m.
- 10.—Lancashire and Cheshire C.C. Winter sporting trial, Cheshire.
- 10.—Maidstone and Mid-Kent M.C. Committee Cup Trial, Kent.
- 10.—Shenstone and D.M.C. Chase Trophy Trial, starting Bowring Green Hotel, Lichfield, 10 a.m.
- 10.—Berkhamsted M.C. and C.C. Lockhart-Bossington Trial, starting near Hatfield, 10.30 a.m.
- 10.—W. Hants and Dorset C.C. Christmas Cup Trial.

THE SPORT

year a certain amount of delay occurred during the trial, and so this time the organizers have decided to follow the lead set by the Bristol club and run the trial in two loops, odd numbers taking one half first, and even numbers the other. This should avoid congestion; many old favourites are included among the hills, and given reasonable weather tomorrow's event should prove excellent.

On Sunday the Chiltern Car Club hold their Chiltern Hills Trial, and the Hagley and District L.C.C. their Shropshire Trial. Regulations are now out for the Berkhamsted M.C. and C.C. Lockhart-Bossington trial on the following Sunday, December 10; entries to G. E. Simmons, 262, Whippendell Road, Watford, Hertfordshire, by Monday, December 4.

THIS seems to be a good opportunity to correct one or two lamentable errors which have crept into this section in recent weeks. First, I must apologise to the Scottish Sporting Car Club for having attributed their magnificent efforts at the Glasgow control in the Torquay Rally to the Royal Scottish A.C.; the control was situated in the premises of the latter club, but the organization and personnel were those of the former.

Secondly, an excellent picture appeared in last week's issue of Noel Beardsell restarting his 1904 Humber on Vauxhall Bridge during the Brighton run, with Charles Meis doing a Sherlock Holmes from the passenger seat. Unfortunately, I described the equipage as C. E. Miller's 1900 Benz, which it very obviously was not.

ON Saturday, November 18, a considerable number of people converged on the Kidderminster area to assist Peter Collins in the celebration of his birthday. Peter is by now such an established conductor of Coopers that it is difficult to realize that he is only just nineteen; he will without any doubt go a long way, and if his plans mature, as they should, next season's Formula 3 race reports should be full of the name of Collins. Among the notabilities present were Joe Craig of Norton's, Denis Poore, John Cooper the other, Bill Whitehouse, Alan Brown, Ken Wharton and many more of the 500 c.c. brigade.

THE Park Lane Hotel on the evening of Friday, November 24, presented an extraordinary spectacle; that of practically everyone who counts in the motor racing world, with their wives and girl friends, and often their drivers as well. For this was the occasion of the annual dinner-dance organized by the British Racing Mechanics' Social Club, or as someone put it: "the B.R.M." Under the aegis of their president, Ken Taylor of T. and T.s, such experts as Wally Hassan, "Lofty" England, Stan Holgate, Jack Playford and dozens more assembled, together with such drivers (past and present) as John Cobb, Tony Rolt, "Sammy" Davis, Stirling Moss, Goldie Gardner, Reg Patnell (not to mention Freddie Dixon, who qualifies for both categories as well as some special ones all his own), and then of course there were all the component kings (or accessory Alecs?): Mac and Fiddle, of Dunlop's, Castrol, George, Ferodo, Colin, Shell, Jimmy and Girling Charles—in all, nearly 400 people sat down to dinner.

continued

Anyway, it was a wonderful party, and "Sammy" was never more sincere than when, in replying for the guests, he emphasized the debt owed by every driver to his mechanics, and remarked that the only opinion of a driver that matters is that of those mechanics—after the race.

THE West Hants and Dorset C.C. held their annual dinner and dance at the Grand Hotel, Bournemouth, last Friday, November 24, when nearly three hundred members and guests attended under the chairmanship of C. K. B. Milnes. Earl Howe, proposing the toast of motor sport, paid a well-deserved tribute to the road-racing circuit at Blandford, and deplored the unjustified censure that it had received at the hands of people who knew little about motor racing; he revealed that there was every possibility that the circuit might be used again next year—a very welcome piece of news. The Commandant of Blandford Camp, Lt.-Col. Sherman, R.E.M.E., was among the guests at the dinner.

Other speakers paid tribute to the events run by the club and their suitability for participation by members with comparatively standard types of motor car, to the co-operation the club had received from municipal and military authorities, and to those people who had provided financial backing in the past when the club's ambitions had exceeded its bank balance. After Mrs. Milnes had presented the club awards for the past year, the party continued with dancing until 1 a.m.

THE new M.G.M. film "To Please a Lady," starring Clark Gable and Barbara Stanwyck, should be seen by motor racing enthusiasts, because it contains quite a lot of shots of the American way of racing. These range from the midget car racing on the short American speedways, through the rather bigger mile tracks, to the famous Indianapolis 500-mile race, of which there are some very effective glimpses. Although the plot is trite and best left unconsidered, the excellent photography—including some all-too-short views of the internals of a typical Indianapolis engine—makes the film well worth a visit.

MORE than 250 happy members of the Sunbeam-Talbot Owners' Club attended a meeting at the Ryton and Stoke factories of the Rootes Group on November 24. It was a social occasion, in which facilities were provided for the visitors to tour the factories and see the cars in the making, and it was organized with that unostentatious thoroughness so typical of Rootes undertakings. The lunch party was presided over by Geoffrey Rootes, president of the club. His neat speech of welcome was answered by G. H. Perring on behalf of the guests.

The club has a membership of over 600 people, the chairman being Norman Garrad, and the organizing secretary A. J. Nutt. For the 1951 season no fewer than 23 events are being organized by the main body, apart from the activities of the branches. There are rallies at home, two Continental rallies, dinner-dances and other events. Membership is open to present and past owners of Sunbeam-Talbots.

J. A. C.

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THE SPORT: continued**CLUB****NEWS**

Hants and Berks M.C.—The annual dinner, motoring brains trust and dance will be held at the Wheatsheaf Hotel, Virginia Water, on Friday, December 15, starting at 7 p.m. Barclay Inglis will, as last year, take over the job of question-master for the "trust," and the following "brains" have already been enrolled: Kaye Don, John Cooper, John Bolster, Bunny Tubbs, Lawrence Pomeroy and Gordon Wilkins. Tickets, at 15s each, may be obtained from J. Jane, Millwater, Ockham Mill Lane, Ripley, Surrey.

North London Enthusiasts' C.C.—The next club meeting will be held at Pimm's Restaurant, Mason's Avenue, Moorgate, London, E.C.2, on Tuesday evening, December 12, at 7.30 p.m., when Laurence Pomeroy and John Eason Gibson will be addressing those present on "Motor Racing, 1950—the Technical and Sporting Side," with John Bolster acting as interlocutor.

Also in December, a closed Christmas trial is being planned, to be run over a course of approximately thirty miles in Hertfordshire on Sunday, December 17.

Shenstone and D.C.C.—The club's annual ball and presentation of awards will be held at the Town Hall, Sutton Coldfield, on Tuesday, January 9, from 8 p.m. to 1 a.m. Tickets are 12s 6d each, inclusive of a running buffet, and may be obtained from J. C. Howard, Glencairn, Lichfield Road, Sutton Coldfield.

Midlands Motoring Enthusiasts' Club.—There will be a route-finding competition on Sunday, December 3, starting at the Talbot Hotel, Hartlebury, at 2 p.m. The course will be under forty miles in length, and the winner of the event will be the competitor who finishes in the least number of miles.

The annual dinner and presentation of Silverstone awards will be held at the Imperial Hotel, Birmingham, on December 6; tickets (10s 6d each) from Miss J. Angell, 30, Ivy Road, Sutton Coldfield.

Berkhamsted M.C. and C.C.—About 100 guests attended the annual dinner on November 18, at the Kings Arms Hotel, Berkhamsted, after which Mrs. Rivers-Fletcher presented the season's awards.

Chiltern C.C.—At the annual general meeting, held at the George Hotel, Beaconsfield, on November 17, it was announced that the club's membership has risen from 85 to 130. The next event will be the Chiltern Hills Trial (December 3), in which the Harrow, Cemian, Berkhamsted, Hants and Berks, M.G. and North London Enthusiasts' clubs have been invited to compete. There is a monthly club meeting on the last Wednesday in every month at the George Hotel, Beaconsfield, to which everyone is invited.

M.G. Car Club (S.W. Centre).—Plans for the coming year were announced, with bigger and better meetings, especially in the sub-centres of

Plymouth and South Wales, at the annual general meeting at the Ship Hotel, Alveston, near Bristol, on November 18, which was followed by a lively and well-attended supper-dance and prize-giving.

The Plymouth sub-centre is arranging a Christmas party, with a programme commencing at 5 p.m. with a buffet tea followed by the annual general meeting. This in turn will be followed by a film show at 6.30, a Christmas dinner, fun and games, a personal appearance of Father Christmas, and "complete exhaustion" at midnight. Venue is to be the Seymour Hotel, Totnes; date, December 16.

Competitors in the Cecil Kimber Trophy trial will start from the Mile 3 Roadhouse, Bishopsworth, Bristol, on Boxing Day, December 26, at 12 noon, to cover a forty-mile sporting course including hills on private land. The Bristol, Taunton, N.W., London, Sunbac, West Hants and Dorset and Cheltenham clubs have been invited to compete, and entries should be sent before December 20 to R. H. White-Smith, Bourne House, Winterbourne, Gloucestershire.

Leicester C.C.—The course of the John Bull Trophy trial, run on Sunday, November 19, proved difficult after recent rain, and stopped each of the thirty-four competitors therein at one section or another. Bolsover was too much for every entry except Bud Mayes, who went over the top in fine style in his Mayes Special, thus keeping him for the immense amount of time and trouble which had gone into the construction of his car; and he repeated the performance at Springfield Farm, where he was equalled by only two others. Three other sections which took their toll were College Farm, Owston Wood and South Croxton, and competitors were finally sorted out by a timed reversing test in Skeffington Woods, and a timed circuit among the hills and hollows on top of the hill at Springfield Farm.

Results: L.C.C. Trophy (best performance): Ford Spl (E. B. Wadsworth), 24 marks lost. **John Bull Trophy (best performance by L.C.C. member):** Dellow (I. G. Williams), 36. **First-class awards:** Dellow (B. Baxter), 28; Dellow (V. Ostroumoff), 32; Dellow (E. J. P. Reynolds), 36. **Second-class awards:** Dellow (B. Brown), 36; Brayshaw Spl (H. F. Brayshaw), 44; Bancroft Spl (R. A. Hopkinson), 44. **Team award:** L.C.C.—I. G. Williams, H. F. Brayshaw, and Mayes Spl (H. H. Mayes).

N.W. London M.C.—The annual dinner and dance and prize-giving will be held at the Abbey Hotel, North Circular Road, Park Royal, London, N.W.10, at 7 p.m., on Thursday, December 14. Tickets are £1 1s each, and are obtainable from Miss Pamela Price, D. W. Price and Son, Ltd., Braemar Works, 490, Neasden Lane, London, N.W.10.

IN BRIEF

K. G. C. Brown, Austin service representative, said that Austins dating back to the 1920s were not uncommon during service weeks, but that these vintage cars were given such affectionate care by their owners that there was rarely anything wrong with them.

Mr. C. Gilbert Smith (Norton Motors) was re-elected chairman of the Birmingham and Midland centre of the Motor and Cycle Trades Benevolent Fund, at the annual general meeting. Mr. A. Paddon Smith (Joseph Lucas), the Lord Mayor of Birmingham was elected vice-chairman, and Mr. L. W. Lambley (B.S.A.) honorary secretary and treasurer. The fund was sent £1,000, earmarked for the Lynwood Home.

Revised prices for the products of Bluebell Brothers, Ltd. become operative December 1. Increases have been made necessary by the rise in raw material costs. A new price list will be circulated in due course.

The inadvertent statement appeared recently that the Exide Double-Life battery carried a four-year guarantee, which is not so. The Exide traction batteries for electric vehicles carry such a guarantee, but the Double-Life battery period is two years.

At the opening of the Austin service week at David Robinson, Ltd., Austin House, 47, St. Peter's Street, Bedford, on Monday, November 27, a special tribute was made to the organizing ability of the manager, Mr. R. A. Edmunds. The occasion coincided with the introduction of a new Tecalemit Olympic plant with two car lifts, and a double washing bay with grille flooring and overhead arms. Mr.

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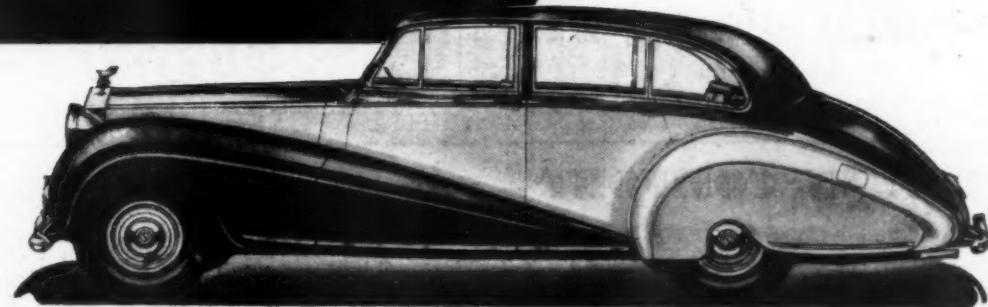
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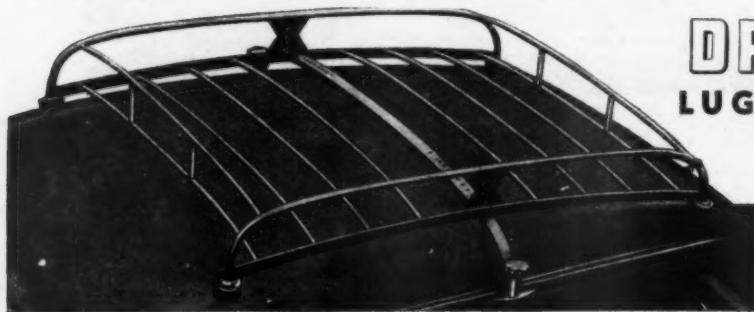
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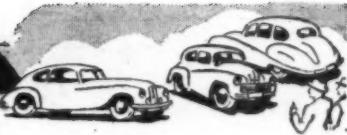
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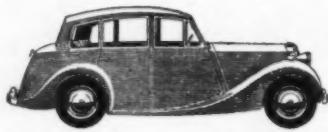
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THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. (0124)

ALLARD

H. HAROLD PERRY, Ltd., Invicta Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444. (1931)

1949 Allard sports 2-seater, mileage 8,000, colour metallic grey, condition as new: £850.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Balhards Lane, North Finchley, N.12. Tel. Hillside 4444.

DICKS CAR SALES, offer:—

1948 Allard special tourer, fitted high efficiency engine: £850.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. (14287)

DAGENHAM MOTORS, Ltd., offer the following car:

1949 Allard d/coupe, black, brown hide, 5,300 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middx. Perlaville 5586 and 8 & 12, Sandley Rd., Chalford, S.E.6. Hither Green 4821. (14383)

ACQUA/HAIR CARS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. (10151)

GORDON CARS (LONDON), Ltd., 1947 Allard 4-seater.

G black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. (13958)

1948 Allard drop head foursome, black: £925.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey, 4571. (14276)

1949 Allard two-seater, red, 13,000 miles: £865.

Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. (13943)

1948 Allard open sports 4-str., black, mileage 13,000, fitted high ratio back axle: best offer over £800.—Write, Box 7260. (14282)

1949 Allard 4-litre 2-seater, red with white leather, 10,000 miles: £795.—Jack Olding & Co. Ltd., North Audley St., W.1. Mayfair 5242. (14006)

H. A. SAUNDERS, Ltd., 1949 Allard 2-str., 8,000 miles, one owner: £865.—Austin House, 140, 144, Golders Green Rd., W.1. (01) 5671. (14074)

1949 Allard 4-str., silver-grey, drop head coupe, heater, B.M.T.A. permission received: £900.—Reynolds, Ltd., Thatcham. Tel. Thatcham 2266/2135. (14186)

1949 Allard drop head coupe, dark blue, in first condition throughout, low mileage, bargain: £950.—Weybridge Court Motors, High Rd., Weybridge. Arnold 5221. (14449)

1948 (August) Allard drop head coupe, 15,000 miles, now being resprayed, new hood and generally overhauled, when completed will be absolutely as new, used as town car only: £850.—J. Butcher, 151, Church St., Blackpool. Tel. 25152. (14185)

Allard Cars Wanted

ALLARD wanted, any type of body considered.—6, Portobello Mews, W.1. Park 9050. (4133)

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (14249)

Allard Spares and Service

ALLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acme Lane, London, S.W.2. Brixton 6431.

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandike 2333.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. (0467)

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

MARBLE ARCH (WATFORD).

1935 Alvis Speed Twenty: £325.

We welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurance arranged; call "phones or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. (13885)

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ALVIS

BRICKLANDS

ALVIS distributors for London.

CATALOGUES and particulars available of the

NEW 5-litre saloon and 4-seater drop head coupe by Tickford, also sports 2-seater.

1949 Alvis 14hp saloon, grey, grey leather, one approved by makers.

1948 Alvis 14hp sports saloon, grey. Bedford cord upholstery, small mileage, examined and approved by makers.

103 New Bond St., London, W.1. Tel. Mayfair 8351/6. (3975)

CLAND & TABOR, Ltd., offer—

1947 Alvis 14hp shooting brake, exceptionally well-built body with four doors and fold flat seat at rear: £895.

1938 Alvis 12/70 (13.2hp) saloon, very smart, with exceptional performance, maroon with brown leather: £500.

PELY: Welwyn 481.

1937 Alvis Silver Crest 4-door saloon, a very nice motor car: £440.

MANOR CARS (LONDON), Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 6000.

GORDON CARS (LONDON), Ltd., 1949 Alvis drop head coupe, grey/red, 8,000 miles.—Below.

GORDON CARS (LONDON), Ltd., 1949 Alvis drop head coupe, black/red, 7,000 miles.—Gordon House, 373 Euston Rd., N.W.1. Euston 6611. (13954)

1935 Alvis 14hp drop head coupe, in exceptional condition, low mileage: £395.—Jacot, 29, Pont St., S.W.1. Sloane 7674. (13815)

1948 (August) Alvis drop head coupe, grey with black leather, most attractive condition: £1,125.—Bels Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (14340)

1937 Alvis 17hp sports saloon, in exceptionally good condition, extras include heater and radio: £555.—Vanderell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4400. (1546)

1939 Alvis Speed 25 saloon by Charlesworth, dark grey and red, original condition, both mechanically and in appearance: £795.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. (13934)

£235—Alvis Crested Eagle 16.9hp sports saloon model, finished in black, chrome and upholstery in elephant grey, leather, terrific go, several special features, independent front wheel suspension, Notes, Fiam and all the trimmings; write, call or phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2015. 15 lines, 400 cars actually in stock. Write or post-free catalogue. Hire Purchase. Part exchange. Free delivery.

TANKARD & SMITH, Ltd., offer 1936 Alvis 18hp Crested Eagle saloon, in black with red leather, coachwork and interior in very good condition, mechanically above average, very fine car: £985. 3 months written guarantee; also 200 guaranteed used cars of all makes.—193, King's Rd., S.W.3. Tel. Flaxman 4801/2-3. (14028)

LTON GARAGE, The Alvis People, have an excellent selection of most pre-war Alvis models including 1939 12/70, Silver Crest, Speed 25, 16.9hp, 18.9hp, 21/25, 24/26, 26/28, 28/30, 30/35, 32/35, 35/38, 38/40, 40/42, 42/45, 45/48, 48/50, 50/52, 52/54, 54/56, 56/58, 58/60, 60/62, 62/64, 64/66, 66/68, 68/70, 70/72, 72/74, 74/76, 76/78, 78/80, 80/82, 82/84, 84/86, 86/88, 88/90, 90/92, 92/94, 94/96, 96/98, 98/100, 100/102, 102/104, 104/106, 106/108, 108/110, 110/112, 112/114, 114/116, 116/118, 118/120, 120/122, 122/124, 124/126, 126/128, 128/130, 130/132, 132/134, 134/136, 136/138, 138/140, 140/142, 142/144, 144/146, 146/148, 148/150, 150/152, 152/154, 154/156, 156/158, 158/160, 160/162, 162/164, 164/166, 166/168, 168/170, 170/172, 172/174, 174/176, 176/178, 178/180, 180/182, 182/184, 184/186, 186/188, 188/190, 190/192, 192/194, 194/196, 196/198, 198/200, 200/202, 202/204, 204/206, 206/208, 208/210, 210/212, 212/214, 214/216, 216/218, 218/220, 220/222, 222/224, 224/226, 226/228, 228/230, 230/232, 232/234, 234/236, 236/238, 238/240, 240/242, 242/244, 244/246, 246/248, 248/250, 250/252, 252/254, 254/256, 256/258, 258/260, 260/262, 262/264, 264/266, 266/268, 268/270, 270/272, 272/274, 274/276, 276/278, 278/280, 280/282, 282/284, 284/286, 286/288, 288/290, 290/292, 292/294, 294/296, 296/298, 298/300, 300/302, 302/304, 304/306, 306/308, 308/310, 310/312, 312/314, 314/316, 316/318, 318/320, 320/322, 322/324, 324/326, 326/328, 328/330, 330/332, 332/334, 334/336, 336/338, 338/340, 340/342, 342/344, 344/346, 346/348, 348/350, 350/352, 352/354, 354/356, 356/358, 358/360, 360/362, 362/364, 364/366, 366/368, 368/370, 370/372, 372/374, 374/376, 376/378, 378/380, 380/382, 382/384, 384/386, 386/388, 388/390, 390/392, 392/394, 394/396, 396/398, 398/400, 400/402, 402/404, 404/406, 406/408, 408/410, 410/412, 412/414, 414/416, 416/418, 418/420, 420/422, 422/424, 424/426, 426/428, 428/430, 430/432, 432/434, 434/436, 436/438, 438/440, 440/442, 442/444, 444/446, 446/448, 448/450, 450/452, 452/454, 454/456, 456/458, 458/460, 460/462, 462/464, 464/466, 466/468, 468/470, 470/472, 472/474, 474/476, 476/478, 478/480, 480/482, 482/484, 484/486, 486/488, 488/490, 490/492, 492/494, 494/496, 496/498, 498/500, 500/502, 502/504, 504/506, 506/508, 508/510, 510/512, 512/514, 514/516, 516/518, 518/520, 520/522, 522/524, 524/526, 526/528, 528/530, 530/532, 532/534, 534/536, 536/538, 538/540, 540/542, 542/544, 544/546, 546/548, 548/550, 550/552, 552/554, 554/556, 556/558, 558/560, 560/562, 562/564, 564/566, 566/568, 568/570, 570/572, 572/574, 574/576, 576/578, 578/580, 580/582, 582/584, 584/586, 586/588, 588/590, 590/592, 592/594, 594/596, 596/598, 598/600, 600/602, 602/604, 604/606, 606/608, 608/610, 610/612, 612/614, 614/616, 616/618, 618/620, 620/622, 622/624, 624/626, 626/628, 628/630, 630/632, 632/634, 634/636, 636/638, 638/640, 640/642, 642/644, 644/646, 646/648, 648/650, 650/652, 652/654, 654/656, 656/658, 658/660, 660/662, 662/664, 664/666, 666/668, 668/670, 670/672, 672/674, 674/676, 676/678, 678/680, 680/682, 682/684, 684/686, 686/688, 688/690, 690/692, 692/694, 694/696, 696/698, 698/700, 700/702, 702/704, 704/706, 706/708, 708/710, 710/712, 712/714, 714/716, 716/718, 718/720, 720/722, 722/724, 724/726, 726/728, 728/730, 730/732, 732/734, 734/736, 736/738, 738/740, 740/742, 742/744, 744/746, 746/748, 748/750, 750/752, 752/754, 754/756, 756/758, 758/760, 760/762, 762/764, 764/766, 766/768, 768/770, 770/772, 772/774, 774/776, 776/778, 778/780, 780/782, 782/784, 784/786, 786/788, 788/790, 790/792, 792/794, 794/796, 796/798, 798/800, 800/802, 802/804, 804/806, 806/808, 808/810, 810/812, 812/814, 814/816, 816/818, 818/820, 820/822, 822/824, 824/826, 826/828, 828/830, 830/832, 832/834, 834/836, 836/838, 838/840, 840/842, 842/844, 844/846, 846/848, 848/850, 850/852, 852/854, 854/856, 856/858, 858/860, 860/862, 862/864, 864/866, 866/868, 868/870, 870/872, 872/874, 874/876, 876/878, 878/880, 880/882, 882/884, 884/886, 886/888, 888/890, 890/892, 892/894, 894/896, 896/898, 898/900, 900/902, 902/904, 904/906, 906/908, 908/910, 910/912, 912/914, 914/916, 916/918, 918/920, 920/922, 922/924, 924/926, 926/928, 928/930, 930/932, 932/934, 934/936, 936/938, 938/940, 940/942, 942/944, 944/946, 946/948, 948/950, 950/952, 952/954, 954/956, 956/958, 958/960, 960/962, 962/964, 964/966, 966/968, 968/970, 970/972, 972/974, 974/976, 976/978, 978/

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS Speed 20 1933 4-door head coupe by Vanden Plas. 4-speed, 4.5-litre, 125bhp. New radiator, excellently shod, a very clean, well-maintained car with usual dual ignition, telecontrol, etc.; also extras: £350.—Norton, 48, Court Farm Rd., Northolt, Wembley 3294. [4198]

ALVIS Silver Eagle saloon, recently reconditioned throughout, steel tyres and tubes, number plates extra fitted at cost of over £200 (hills to show latest Windtun and Klaxon horns, tricarriers, dual wipers, aluminium body cellulosic smoke blue with cream wheels, run 600 miles only since, an amazing 80 m.p.h. car, property of a qualified engineer, being sold to clear estate; offered to Alvis & Bernard, Ltd., 372, King's Road, Chelsea, S.W.3. Tel. 7345.

ALVIS Firefly saloon, just completely overhauled and prepared for the 1,000-mile Rally at a cost of over £250, including engine overhaul, crankshaft, ground new bearings, new timing chain, sprockets, special cam-shaft, etc., new clutch, steering, electrics, etc., transmission overhauled, repressed, rechromed, numerous extras, new Dunlop tyres, new batteries, as new: £375.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. [3234]

Alvis Cars Wanted

R ROLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914] C.S.

T HE Alvis buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-2. [5723]

1948-9 King St., W.6. Riverside 2881. [3243]

S F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330.

WANTED privately, Alvis saloon or coupe, under 15,000 miles.—Write Anglor, 24, Lyndhurst Rd., London, N.W.5. [5544]

1948-9 Alvis, please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494]

CHARLES FOLLETT, Ltd., buy good late model cars.—C 18, Berkeley St., W.1. May. 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [8361]

Alvis Spares and Services

SERVICE and spares for Alvis cars.

ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.3. Tel. Speedwell 6762-3-4. "Grams. Alvis" Gold, London.

A ND at Alvis, Ltd., Service Station, Hollyhead Rd., Coventry. Tel. 5501. "Grams. Alvis, Coventry.

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

S SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366]

K INGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Road, 94, Ealing St., Kingston 2241.

A LVIS repairers and spares specialists.—A. Freeman, A Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653]

AMERICAN CARS

595 gns.—Cord, May. 1939, 40/125hp V.8 Westchester 5-seat saloon with winding division, black, blue cloth upholstery, front drive, I.F.S., automatic steering, colour green, chrome bumpers, etc., carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4367]

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingelbourne 2451. [3547]

ARMSTRONG SIDDELEY

CAR MART, Ltd.

1947 Armstrong Hurricane drop head coupe, 6 months' guarantee: £895.

1948 16 Typhoon saloon, radio, heater, 18,000 miles: £1,050.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3458]

DICKS CAR SALES offer:—

1948 Armstrong 16hp Hurricane coupe, one titled owner, as new: £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4388]

PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, black, 1 owner.—184, Portland St., W.1. Museum 1001. [2039]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, 1,500 miles, a new car: £1,685.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [2361]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Armstrong Siddeley 12hp black saloon, very good condition; offers.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. [1333]

ARMSTRONG SIDDELEY 12hp.—Perce Rye 495.

Fulham Rd., S.W.6. Tel. 5643.

L DOVE offer 1937 Armstrong Siddeley 17hp saloon, chauffeur kept: 299gns.—99, Broadway, Wimborne, S.W.15. Tel. 7456. [4377]

A RMSTRONG SIDDELEY Hurricane coupe late 1948, black, 23,000 miles, the property of a doctor: £950, can be seen by appointment.

MURKETT BROTHERS, 3, High St., Bedford. Tel. 66322. [3936]

1948 Armstrong Lancaster 4-door saloon, with body and beautifully maintained: £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441.

£650—14hp 1937 laid up war, chauffeur kept, Salford House, Welford, Rugby. [3744]

GORDON CARS (LONDON), Ltd., 1949 Armstrong Typhoon saloon, black/brown leather, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3961]

BROOKLANDS.

A STON MARTIN, distributors for London.

DETAILS of the new 2.6-litre and demonstration car available.

103, 104, Bond St., London, W.1. Tel. Mayfair 6351/6. [3974]

CLAND & Tabor, Ltd., offer:—

1949 Aston Martin 2-door saloon, fitted with 4-cylinder engine DB 2 type chassis, very low mileage, terrific performance and road holding: £1,295.

APPLY: Welwyn 481. [3926]

1939 Speed Model 2-litre 2-str. sports, engine just overhauled, new tyres, very fast: £800.—Tel. Seaford 2620. [4515]

ARMSTRONG SIDDELEY

£750—1936 Armstrong Hurricane, 35,000 miles, black with blue leather interior.—Woking Motors (Maybury Hill) Ltd., Woking 1924. [1185]

1946 Armstrong Lancaster, 25,000 miles, excellent condition: £825.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

1937 Armstrong Siddeley 14hp 6-light saloon, black with blue leather, chassis, body, tyres perfect, owner must sell for £315 o.n.o.—Ironside, Burley St., Burley, Hants. [4160]

A RMSTRONG SIDDELEY 20hp 7-seater saloon: 1932, with addition brown with black hide, immovable condition, almost new tyres; offers.—Craneleigh Motors, Cranleigh, Tel. 523. [3643]

1949 Armstrong Typhoon sports saloon, registered July, genuine mileage 2,500, price £1,250.—Tel. Mayfair 41, St. Leonard's Rd., Leicestershire. Tel. Leicester 2022. [4391]

1937 Armstrong Siddeley 14 saloon, black, just recirculated, very carefully used and in perfect mechanical condition: £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1771]

895 gns.—Armstrong Siddeley 1948 Hurricane four-door, some drop head coupe, grey green leather, some blue, sliding head, light blue, fawn leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, below. [1781]

725 gns.—Armstrong Siddeley, May 1946, Hurricane 4-door, some drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6044. [4345]

£895—Armstrong Siddeley 16hp 6-light saloon, black with beige upholstery, synchronised manual gear box, single unit radio, air-conditioning and every luxury, nominal mileage only.—See below.

£345—Armstrong Siddeley 14hp 6-light saloon, black with beige upholstery, complete engine overhaul beginning of this month, including rebores and sleeve, new pistons, new bearings, new timing gear and host of detail work, items too numerous to mention; history known and can be substantiated by receipted bills.—See below.

£295—Armstrong Siddeley 17hp enclosed limousine 1936, equipped with face forward occasional and division, whole car in very clean condition for the year, nicely finished black and chrome, neat and tidy interior furnishings, excellent runner.

CARROT MOTOR CO., 38, Duke St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. [4033]

B'S CURRIE & CO offer 1949 (May) Armstrong Siddeley 16hp 4-seater drop head coupe, black, brown hide, brown leather upholstery, 16,000 miles, Armstrong mainframe, one owner: £1,250.—Tel. 2058. Westbourne Grove, Bayswater, W.8. Tel. 2058. [4039]

N TAYLOR & ROOT, Ltd., 1946 Armstrong Siddeley Lancaster 4-door saloon, black, brown hide indistinguishable from new: £1,145, three months' guarantee: choice of 250 quality cars, demonstrations free within 100 miles, terms available: £25, East Hill, Cheshunt, June 19, 1950. Sat. 3272. Open 9-6 each weekday including Saturday.

L IMOUSINES 1938 Long 25hp, partition, wide for 20 wardrobes, black, nice condition. Also L IMOUSINES 1937, 7,000 miles, 17hp, partitioned, leather, wide front seats, selection from £650. L IMOUSINES 1937, 7,000 miles, 17hp, partitioned, leather, wide front seats, selection from £650. C. ST. LEONARD'S, Ltd., London, 1949. [4335]

ARMSTRONG SIDDELEY Cars Wanted

R OLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914]

R AYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133]

Aston Martin Cars Wanted

A STON MARTIN cars wanted for cash; full details.—Flair Motors, Ltd., Old Windsor. Windsor 2002-3.

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4289]

R OWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

Aston Martin Spares and Service

F RIARY MOTORS, Ltd. SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialising in servicing facilities; 2-litre reconditioned available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [1363]

Austin Seven

1938 Austin 7 saloon, recent complete overhaul: £210-12. Redcliffe Rd., S.W.10. [14184]

1931 Austin 7 saloon, all original cellulose, two new tyres, mechanically 100% taxed: £95. TIMMERS MOTORS, Colnehill Rd., Upper Richmond Rd., S.W.12. Tel. 2054. [2475]

1934 Austin 7 saloon in very good condition, £165 or offer; has only to be seen.—King's Motors, 1, High St., Hounslow. Tel. 3532. [4417]

A round, taxed £225; terms, exchanges. London Garage (opposite G.P.O.), Maida Vale. Tel. 1222. [4418]

225 gns.—Austin 7 1937 de luxe saloon, dark blue, sliding head, blue leather, very good condition, taxed; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, below. [4346]

115 gns.—Austin 7 1935 de luxe saloon, green, sliding head, leather upholstery, re-lined brakes, mechanically very good, original coachwork and cellulose, taxed; £265. [4346]

1938 Austin 7 de luxe saloon, blue with blue hide, leather upholstery, re-lined brakes, mechanically very good, original coachwork and cellulose, taxed; £265. [4346]

TIMMERS MOTORS, Colnehill Rd., Upper Richmond Rd., S.W.12. Tel. 2054. [2475]

£315—1938 Austin 7 B1 de luxe saloon, literally wrapped in cotton wool all its life, bodywork spotless, interior excellent, the finest example offered: 3 months' guarantee; hire purchase, exchanges.—Lamb of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [4275]

Austin Seven Cars Wanted

R OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914]

R AYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133]

Austin Eight

B ROWN'S for Austin. [4265]

1939 Austin 8B saloon de luxe, excellent condition: £365.—Brown's Garage, Loughton (Essex) 4119 (Tube). [2949]

COACHCRAFT, offer:—

£295—1939 Austin 8B saloon, very good running order, bodywork and cellulose above average and free from rust, taxed: A.A. or R.A.C. inspection invited; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4129]

L ONDON CARS offer:—

1940 Austin 8B 2-door saloon, black, brown upholstery, spotless appearance, reconditioned engine, gear box, etc., guaranteed: £375.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2642. [4429]

S G. SMITH (MOTORS), Ltd., offer:—

1947 Austin 8, 13,000 miles, immaculate condition: £590. [4500]

S G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3522]

W ADDINGTON MOTORS, Ltd., offer:—

1947 Austin 8 saloon, taxed, perfect condition: £585.—Fortune Green Rd., N.W.6. Ham. 2211. [4046]

ENGINES RECONDITIONED, Ltd., offer:—

1939 £385.—ENGINES RECONDITIONED, Ltd., 333, Pinners Rd., Harrow, Middlesex. Harrow 1269. [4414]

1946 Austin 8, nice condition: £535.—Stadium Autos, 178, New Barn St., E.13. Alb. 3366.

1947 (October) Austin 8B sun saloon, black, brown, 10,000 miles, excellent condition.—Dobsons, Ltd., Austin Agents, Staines, Middlesex. Tel. 801. [2972]

1946 Austin 8 saloon, reconditioned engine fitted, 2,000 miles only: £495.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [4223]

1946 (Sept.) Austin 8 saloon, genuine 14,700 miles, black, brown leather, £585.—Vanderbilt (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4225]

1946 (November) Austin 8 saloon, black, brown leather, excellent condition throughout: £550, terms, exchanges.—B. & H. Motors, 1,468, High Rd., W.12. Tel. 2058. Hill 2672. [4226]

345 gns.—Austin 8 (July, 1939) de luxe saloon, unwarmed, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4364]

Austin Eight Cars Wanted

C M THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952]

I NEED post-war Austin 8 immediately.—Fortune, 17, Awsworth Mews, S.W.7. Fulham 1288 (day). [1971]

R OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

CASH buyers of low mileage Austin 8s: distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784]

R AYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

COLINDALE offer:—

1947 Austin 10, immaculate condition; £665.—
Colindale Service Station, 155, 157 and 159,
Edward Rd., Tel. Colindale 6122. [1682]

ROUNDABOUT, offer:—

1946 Austin 10hp saloon, one owner; £650.

ROUNDABOUT GARAGE, Western Ave., Green-

Ford, Middx. Waxlow 1071-5. [3970]

ELITE MOTORS, offer:—

1937 Austin 10 Conway Cabriolet, in really clean

condition throughout, recently fitted with

new hood, black with red leather interior; £350.

ELITE MOTORS, 951-961, Garratt Lane, Tooting

E. Broadway. Tel. Balham 2474, four lines. [4012]

1946 Austin 10 saloon de luxe, splendid condition;£595.—
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. [4147]

Euston 4466.

1937 Austin 10 Cambridge saloon, showroom con-

dition; £340.—Hampstead 8960, after 6 p.m. [1622]

1940 Austin 10 saloon, one owner since new, ex-

ceptional condition, black, brown leather; £445.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth

Common, Battersea 5573. [1640]

1947 Austin 10 de luxe saloon, black, £475.—brown leather upholstery, in excellent condi-

tion throughout.

MAKIN & HARRISON (MOTORS), 492-6, High St.,

Chiswick. Chiswick 0558-2619. [1626]

1940 (Oct.) Austin 10 (front) 10-4 door saloon,

black, wings require attention, mechanically

excellent, taxed; £375.

ABETT AUTOS, rear of 44-46, Chase Side, Southgate,

N.14 (near Tube). Palmers Green 4540. [1629]

1946 Austin 10 sunshine saloon, one owner, very

good condition.—Lionel H. Pugh, 13-14, Brooks

Mews, W.1. Mayfair 4433. [1974]

1937 Austin 10hp saloon, in exceptional condition;

£385.—Reeves Motors, Grand Parade, Forty

Lane, Wembly. Arnold 3004. [1660]

1939 Austin 10 de luxe saloon, guaranteed; £365.—
payment:—Oldfield, 4, Russell Garage, [1653]

Mews, Kensington. Palmers Green 4540. [1653]

1933 Austin 10 2-seater, green with green uphol-

ster; £145.—Tankard & Smith, Ltd., 97,

Peckham Rd., S.E.15. Rodney 2051. [2941]

1947 Austin 10 sun, nominal mileage; excep-tional good condition throughout; £625.—
Bromscombe, 20, W.2. [1626]**1937** Austin 10 Cambridge saloon, good condition;

£335.—Barnes Garage, 315, Finchley Rd.,

Hampstead, N.W.3. Ham. 1627. [1658]

1947 Austin 10 saloon, guaranteed small mileage;

£625.—Barnes Garage, 315, Finchley Rd.,

Hampstead, N.W.3. Ham. 2221. [1658]

1946 Austin 10 de luxe saloon, black with brown

leather, low mileage; £625.—TRINITY Cars,

Ltd., 94, North Side, Wandsworth Common, S.W.18. [1659]

1939 Aug. Austin 10 de luxe saloon, post-war type,

black, original condition, low mileage, excep-

tional throughout; £415.—348, King St.,

Hammersmith. Riverside 2837. [1609]

1929 (10-1937) Cambridge saloon, reconditioned

engine, very good tyres, coachwork really

immaculate; h.p. terms arranged.—Monahan Motors,

594, London Rd., Thornton Heath 5000. [1674]

1939 (Aug. 10 Nov. 1949) 10 de luxe 4-door

525 saloon, dark blue, sliding head, blue leather,

radio, one careful owner, excellent condition,

taxed; terms; exchanges.—Rowland Smith, below.

225 (Aug. 10 Nov. 1949) model 5-seater with dicekey,

black, leather, headrests, very good con-

dition, taxed; terms; exchanges; list; open 9-7 week-

days and Saturdays.—Rowland Smith, Hampstead

(Hampstead Tube). Hampstead 6041. [4347]

1934 Austin 10, in superlative condition, original

paintwork and leather interior, engine just

rebored and new crankshaft fitted, not another car of

this kind in London to equal it in condition; offered at

£180-10.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth

Common, Battersea 5573. [4402]

Austin Ten Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to

purchase Austin 10 cars.—297, Euston Rd., N.W.1. [0953]

Euston 1212.

I REQUIRE post-war Austin 10 urgently.—21, Kirk-

stall Rd., S.W.1. Tulse Hill 2288 (day). [1616]

HAROLD SMITH'S, the Austin 10 buyers—Hamp-

stead High St. (Hampstead Tube). Hampstead

6041. [0220]

CASH buyers of low mileage Austin 10s; distance

no object.—Hattons, Lord St., Southport. [2268]

1939 (1949) Austin 10 saloon urgently required.

—Richard France, Ltd., 254, High Rd.,

Tottenham, N.15. Sta. 2322 and 0464. [1947]

RAYMOND WAY, the hire-purchase specialists, are

still buying pre-war Austin 10s and have unlimited

cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840]

AUSTIN 400

THE CAR MART, Ltd.

LONDON Distributors.

1949 Austin A10 Devon saloon, sliding head,

black, 10,000 miles; £425.—Car Mart, Ltd.,

297, Euston Rd., N.W.1. Euston 1212. [1687]

H. A. SAUNDERS, Ltd., offer:—

1948 Austin A10 Dorset 3-door saloon, grey with

brown leather interior; 19,000 miles; £285.

H. A. SAUNDERS, Ltd., Austin House, High Rd.,

H. North Finchley (100 yds. north of Tally Ho Corner),

Hillside 0024. [4215]

CAR MART, Ltd.

LONDON Distributors.

1949 Austin A10 Devon saloon, sliding head,

grey, beige leather interior; 11,000 miles; first

class condition; £285.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Bal-

lards Lane, North Finchley, N.12. Tel. Hillside 4444. [3909]

CAR MART, Ltd.

LONDON Distributors.

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H. North Finchley (100 yds. north of Tally Ho Corner),

Hillside 0024. [4215]

CAR MART, Ltd.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

NORMAND, Ltd. HAVE your car serviced by the experts. SATISFACTION guaranteed. **N**ORMAND, Ltd., 405-9, King St., W.8. Riv. 3665. [0336] **T**HE CAR MART, Ltd. LONDON distributors, spare parts for all models, cars and trucks. **T**HE CAR MART, Ltd., Welsh Harp, Edgware Rd. N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0160] **C**o. G. NORMAN & Co.

AUTHORISED Austin retailers.

ASPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. **F**OR Austin mudguards, running boards, bumpers, etc. **R**EPAIRS! New pattern gears (7, 10hp, etc.); recond. R exch. gear boxes; trade discount!—Pri. 2647. 10. **W**INCHester News, N.W.3. [0198] **U**STIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, E.S.1. Riv. 2832. 2830 (0285) **R**OCHESTER GARAGE—Hired agents for Austin: sales, service, spares, reconditioned units. Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimstide 561. [0205] **A**USTIN 8 engines, gear boxes, axles, accessories. **A**s springs, wheels, radiators, in good condition, immediate delivery. Woods & Turner. Motor Manufacturers, Bury St. Ed. 3065. [0963] **A**USTIN 7 owners. Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285] **A**USTIN 7 spares, largest stockists in South London for Austin car and commercial vehicles, parts new and replacement units from stock; free delivery, major area—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414] **P**REYNTON & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gearboxes, clutches, carburetors, etc.; shoe and electrical units from stock; spares and service, to Austin exclusively.—37, Acre Lane, S.W.2. Brixton 1155. [0194] **B**ENTLEY (3½ & 4½-litre)

BENTLEY (3½ & 4½-litre)

P 3½-litre Bentley Park Ward sports saloon. **P**ADDON BROS., Ltd., 80, Cheval Place, London, S.W.7. Kensington 9477. [1554] **C**AR MART, Ltd.

1937 Bentley 4½-litre Park Ward saloon, 6 months' guarantee: £1,895.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [3455] **H**OFFMANN'S GARAGE, LIMITED. **H**UDDERSFIELD RD. **H**ALIFAX.

GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley cars. PROUD members of the Swain Group. **A**NATIONAL Motoring Organization. **1947** Bentley Mark IV sports saloon by James Young, Ref. H.2032. **1939** Bentley 4½-litre overdrive saloon by Park Ward, Ref. H.5703. **1938** Bentley 4½-litre sports saloon by Park Ward. Ref. H.5629. **1938** Bentley 4½-litre foursome drop head coupe by J. M. Mulliner. Ref. H.5537. **A**LL cars carry our unique 6 months' guarantee. **H**OFFMANN'S GARAGE, LIMITED.

HUDDERSFIELD RD. **H**ALIFAX, Yorkshire. **T**EL. Halifax 5944. [3765] **F**OX.

OFFICIALLY appointed Rolls-Royce and Bentley dealers: special retailers of H. J. Mulliner coachwork, offer a 1948 Hooper drop head coupe on Bentley Mark VI chassis, painted black with beige leather, fitted travelling traps; immaculate condition. **H**. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., W.1. Tel. No. Regent 7687. **F**OX. [2807]

SWANMORE CAR SALES offer:— **1938** Bentley saloon 4½-litre, magnificent car, exchanges, terms.—Swanmore Garage, 176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3794] **H**AROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars. **H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). **C**LAND & TABOR, Ltd., offer:— **1938** 4½-litre Bentley Park Ward saloon, recent engine overhaul by makers, whole car in new condition, finished royal blue with blue leather: £1,850. **A**PFY Weymouth 481. [3924]

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to **12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067]

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1949 (June) Mark VI shooting brake, 4,000 miles only, as new.

1948 (June) Mark VI 4-door sports saloon by H. J. Mulliner.

1937 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1935 3½-litre 4-door sports saloon by Park Ward.

FOR further particular contact the largest Bentley distributor.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906]

JACK OLDING OF MAYFAIR

OFFICIAL Rolls-Royce and Bentley Retailers.

OFFER:—

1949 (Oct.) Mark VI standard saloon, pearl grey with blue leather, 28,000 miles.

1948 Mark VI 2-door saloon by Young, blue with beige leather, 25,000 miles.

1948 Mark H. J. Mulliner special sports saloon, black with beige leather, 15,000 miles.

1937 4½-litre foursome d.h. coupe by Park Ward, midnight blue, beige hood.

(Aug.) 4½-litre Vanden Plas pillarless saloon, black with grey leather.

1936 4½-litre saloon by Mann Egerton, metallic blue with blue leather, 62,000 miles.

(Oct.) 4½-litre saloon by Park Ward, black with maroon leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House.

NORTH Audley St., W.1. Mayfair 5242.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1937 Bentley 4½-litre Owen sedanette coupe, recent £4000 overhaul by maker, most attractive condition: £1,850.—Portsmouth Rd., Thames Ditton, Embercombe 5551-2-3. [13276]

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkley St., W.1. Mayfair 9050 (10 lines). [0096]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following:—

1938 Bentley 4½, 42,000 miles only, 4-door saloon by Park Ward, fitted radio, very exceptional car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 2682. [13966]

MARK VI Steel saloon grey with blue leather, registered 1948, 20,000 miles: £3,850.

READING AUTOMOBILES (WEYBRIDGE), Ltd., 13-15, Caversham Rd., Reading. Tel. Reading 3021-2. [13759]

CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—

1947 Bentley 4½, 42,000 miles only, 4-door saloon by Park Ward, fitted radio, very exceptional car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 2682. [13966]

MARK VI Steel saloon grey with blue leather, registered 1948, 20,000 miles: £3,850.

READING AUTOMOBILES (WEYBRIDGE), Ltd., 13-15, Caversham Rd., Reading. Tel. Reading 3021-2. [13759]

CARLTON, LTD., offer:—

1936 Bentley 4½-litre saloon, by Vanden Plas, very nice condition and very smart appearance: £1,445 below.

1935 Bentley 3½-litre drop head Thrupp and Maberly sports saloon, exceptional condition: £1,375.—J. F. Crawley, Western 6015. [4373]

1935 3½-litre Park Ward Drophead Foursome, 1935, 42,000 miles, engine overhauled, guaranteed, two owners: £1,285. [13838]

ALPE & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. [13838]

1934 (Aug.) Bentley 4½-litre saloon, body by H. J. Mulliner, black, grey leather, chassis No. B.898L, history available, new tyres, magnificent condition, on view.—McKinnon Motors, Ltd., 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [13646]

1937 Bentley 4½-litre saloon, chassis No. B110JD, engine No. K.440A, body by Thrupp and Maberly, finished green inspection and trial by arrangement with THE CHESTER ENGINEERING Co., Ltd., Chester. Tel. 23477. [13757]

1936 Rolls-Bentley by Hooper foursome d.h. coupe, 1 owner, new condition, any trial.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.7. Ken. 6860. [1775]

1936 (Aug.) 4½-litre Vanden Plas saloon, £526 spent with makers (bill shown) since which mileage 2,000-3,000.—Lawton Goodman, 36, North Audley St., W.1. [1288]

1936 Vanden Plas, one titled owner, an exceptional car, almost faultless.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ledbrooke 3155. [18006]

1937 (May) Bentley 4½-litre special 4-door Phaeton, 4½-litre drop head, 1947, 42,000 miles, Maberly, direct from well-known private owner, finished metallic grey, with brand new hood to match, red leather upholstery, wheel discs, one of the most exclusive Bentleys on the road, photograph on request: trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [11935]

BENTLEY (3½ & 4½-litre)

PRIIVATE owner offers 1937 4½-litre Rolls-Royce drop head coupe body by Hoopers, 25,000 miles, with original cap and large enclosed luggage boot; a complete mechanical overhaul was carried out in 1949 since when it has run approx. 12,000 miles; it has just come from the coachbuilders where £285 has been spent on complete body, model restoration including repainting, new spats, new tyres and tubes fitted; colour dark grey, black hood and blue leather upholstery; this is a superb example of the highest class of pre-war hand-built motor car and is for sale due to owner's unexpected change of plans; price £22,250 or near offer; available for inspection and trial in London. Tel. 7192, or Tel. Wellesley 0597. [13686]

BENTLEY (other than 3½ & 4½-litre)

RED Label 3-litre Bentley. In excellent condition: £250 or near offer. Tel. Willeiden 2420. [14135]

6½-litre 1926 Bentley green 2-seater sports, good condition: any reasonable offer considered.—Box 7142. [13653]

BENTLEY 3-litre 1924 Blue Label tourer, mechanically perfect: £295.—Howes, Drome-side Farm, White Cross, Abingdon, Berks. [13653]

BENTLEY saloon, July, 1935, excellent condition, most attractive Hooper body, moderate mileage: reasonable price, licensed.—Box 7193. [13686]

FOR sale 3-litre 100mph model Bentley, original low-mile two-seater body with pearl-shaped radiator, good condition: £1,000. Good offer has been spent on this car, which is believed to be unique, but cannot be sold for domestic reasons; best offer will be accepted. Write Box 7338. [14095]

Bentley Cars Wanted

S

G

O

WNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London Offices, H. R. Owen Ltd., 17, Berkley St., W.1. Tel. Mayfair 9090. Head Office, Hoffmann Garage Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Hallifax 5944. [0515]

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958]

A

B

ENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition: urgently wanted, 1946-7-8 Mark VI standard saloons.

S. M. MEAD, 42, Queen St., Maidenhead. Tel. 2642. [14222]

J. MARSHALL.

WANTED, Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. 4987. [14987]

OWLWAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

MANN EGERTON & Co., Ltd. (Founded 1899), wish to purchase Bentley Mark VI models immediately. Berkley St., London, W.1. Regent 1414. [13940]

URGEANT, pre-war Rolls-Bentley in exchange for cash adjustment.—Box 7302. [14269]

URGEANT, 1948-9 Bentley Mark VI standard saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [14025]

WEST are open to purchase any type pre-war Bentley cars complete or otherwise.—Compion, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [11681]

WANTED.—1937-39 Bentley 4½-litre saloon, reasonable mileage and with good Bentley record essential.—Full details in Allen, 9, Cambray Court, Cheltenham. [13910]

RIPPON BROS., Ltd., the Northern Bentley Specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [13607]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Tel. 7192. Official Bentley and Rolls-Royce retailers and repairers in the purchase of Bentley cars in first-class condition. Mayfair 5242. [18015]

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkley St., W.1. May 6266. Service, works & stores, 12, Berkley Ave., W.6. Riv. 1413. [13853]

WANTED.—Bentley Mark VI 1947/48, for private gentleman, state condition, mileage and full particulars (no dealers) to H. Haines, Oxford Road Garage, Witney, Oxon. Tel. Witney 42. [13031]

Bentley Spares and Service.

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or complete engine stocks of spares for all types.

WORKS, Lombard Rd., London, E.14. Tel. Morton Rd., Merton. [10624]

CARLTON, LTD., 19, Liberty 7222 (8 lines). [10624]

W. M. COUPER, Ltd., Catherine St., St. Albans 4343. [13633]

SPARS parts and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire.

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkley St., W.1. May 6266. [13633]

SPARS parts.

SERVICE.—12, Berkley Ave., W.6. Riv. 1413. [13637]

CENTRAL GARAGE, Croydon, specialists for all Bentley and Rolls-Royce models servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [13853]

H. A. FOX & Co., Ltd., officially appointed retailers and repairers.—5-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 218, New Kings Rd., Fulham London, S.W.6. Tel. Renown 3666. [10447]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.
CHRYSLER agents, will purchase all types of Chrysler vehicles.—59-65, Belgrave Rd., Swiss Cottage, N.W.1. Tel. 5555. [0403]

SIMPSON'S MOTORS (WEMBLEY), Ltd., with to purchase all models Chrysler. Wembley 3903. [7998]

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED, 1934 Airflow Chrysler or good streamlined Renault, engine immaterial; lowest price. [4267]

CHRYSLER cars wanted, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds. 7. Tel. 34005. [0564]

7-SEATERS 1937-39 Royal-Wimbledon-Dodge. 7-seater owned. Lissington, 100, 101, 102, Alpine, Providence Court, Grosvenor Square, Mayfair. 2941. [1221]

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carro St. John's Wood Roundabout, N.W.8. Tel. 0141. [0018]

CHRYSLER Specialists, repairs, spares, exchange engine service.—A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2344.

CITROEN

MARBLE ARCH (WATFORD), Citroen 12hp saloon, reconditioned: £365.

1936 Citroen 15.9 saloon, reconditioned, £10 tax: £500.

1937 Citroen 12hp coupe: £575.

WE welcome part exchanges: cars and commercial vehicles bought for spot cash: H.P. and insurances arranged; call, phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3884]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen saloon, red and red leather, 4,000 miles: £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62097-8. [1531]

H.W. MOTORS, Ltd., the Citroen specialists offer:—

1950 (rez. 1949) 6-cyl. saloon, grey/red: £1,550.

1949 (rez. 1949) Light 15 saloon, black/brown leather: £6,500 miles: £1,175.

1949 Light 15 saloon, black/beige leather, 11,000 miles: £1,095.

1949 Light 15 saloon, maroon/red leather, 19,000 miles: £1,075.

1949 Light 15, grey/beige leather: £825.

1947 Light 15 saloon, black/red leather, 21,000 miles: £750.

1946 6-cyl. saloon, green/green leather: £850.

H.W. MOTORS, Ltd., Walton-on-Thames 783 anc 1437. [1083]

A.C.E. SERVICE STATION (LONDON), Ltd., the Citroen distributors.

Citroen 6-cylinder saloon, black, red leather: £1,550.

Citroen Light 15 saloon, grey, red hide, spotless condition, choice of two.

NORTH Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (5 lines).

1948 Citroen 15 de luxe, low mileage, seat covers, new tyres: £975.

F.H. PEACOCK, Ltd., 219-221, Balham High Rd. S.W.17. [2376]

1948 Citroen Light 15 saloon, black with brown interior, 10,000 miles: £2,250.

KENTISH THOMSON, Ltd., 564-566, Wickham

Kingsbury, Croydon, Springspark 3477-8. [3590]

WORTHING MOTOR Co., Ltd., for Citroen sales spares service.—Tel. Worthing 71. [5586]

W 7-passenger long chassis limousine, Citroen 21, face forward seats, division, remarkable condition: £75.

ADCOL MOTORS, 150, West End Lane, N.W.1. [1425]

W 1938 Citroen 15 de luxe saloon, black: £395.

grey leather, new tyres, car in very good order throughout.

BRIAN FINGLASS, Bugatti sales & service, 2, Fenchurch St., W.1. [Bayswater 3951]. After-Tuesday 475-480. [1549]

JOHN S. TRUSCOTT, Ltd.—See our announcement on Specially Selected Bargains page.—173, Westbourne Grove, W.1. Bay 4274. [14093]

1948 (May) Citroen Light 15, metallic grey, E.S.P. 1250. [E.S.P. 1250]—Light Motors, Park Garage, Rickmansworth, Tel. 2214. [1485]

1947 Citroen saloon, sand colour, beige leather, genuine 15,000 miles: £1,850. [13860]

1949 Citroen 15, salmon, beige leather, 5,000 miles, one owner.—Ripco, Ltd., 16, Albermarle Street, Mayfair, W.1. Tel. 2952-4. [4121]

CITROEN Light 15 saloon, black: £10 tax, registered 1947, 39,000 miles, good general condition: £450.

1937 Citroen 15 saloon, one owner since new, in exceptional condition throughout, most desirable car: £415.—Denham Garage, Ltd., High St., Esher. Tel. 5560. [4120]

1949 Citroen 15 saloon, March, 1938, £450.

grey leather, red leather, sound mechanical order, brakes just relined, new tyres and battery fitted, special opportunity at the price.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041. (5 lines). 400 cars actually in stock. Write for post free catalogue. Hire purchase, Part exchanges. Free delivery. [4040]

Citroen Cars Wanted

D.C.S. The Citroen buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.5. Tel. Ma da Vale 6888-9. [8795]

G. NORMAN & CO.

CITROEN Sole distributors for the County of London

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

H.W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

ROWLAND SMITH'S the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Citroen Cars Wanted

WANTED, 1948-9 Citroen Light Fifteen saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [4026]

A.C.E. SERVICE STATION (LONDON), Ltd., Grosvenor Garage, require 1949

A. Citroen six and light fifteen.—Burnage Lane, Manchester, 19. Tel. Rus. 2874-5. [0877]

1937—40 Citroen 12-15 urgently wanted: good condition.—Saint, Greenende Farm, Maple-durham, Reading. Kidmore End 2198. [4197]

A.C.E. SERVICE STATION (LONDON), Ltd., purchases for cash all Citroen cars.—North Circular Rd., St. Neots, Cambs. N.W.1. Tel. 5515 (15 lines). [16774]

JOHN S. TRUSCOTT, Ltd.—urgently require Citroen: exceptional prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.L. Bay. 2474. [4098]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187]

G. NORMAN & CO.

CITROEN sole distributors for the County of London, Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0187]

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLY MOTOR & ENG. CO., Ltd., 8, Oteley Rd., Leeds. Tel. 52627-8. Grams, Truble.

WIDMANN'S GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive train 48-hr. service. [1923]

CITROEN specialists, breakdown service, exchanges gear box fitted 24 hours.—Lorraine Garage, 29-30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN—We are distributors for N.W. Kent and specialists in reconditioning these cars, front and rear assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746]

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow, 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [1268]

DAIMLER

CAR MART, Ltd.

1949 Daimler 2½-litre saloon, radio, heater, 17,000 miles: £1,895.

1949 50 Daimler 2½-litre coupe, 3,000 miles: £1,975.

1947 Daimler Straight 8 Windover 7-seater Limousine, 15,000 miles: £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [13454]

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre saloon, black with brown leather, 7,000 miles. [3724]

MONTROSE MOTORS offer:—

1938 Daimler 17 saloon, excellent condition: £535.—Montrose Motors (N.H. Boswell), 91-7, Epping New Rd., Bickhurst Hill, Essex. Buc. 1171-2. [14466]

CHARLES FOLLETT, Ltd., offer:—

1949 Daimler 2½-litre saloon, dark green, green leather, one owner, 5,900 miles only, as new throughout and maintained by makers: £1,875. [1875]

Berkeley St., W.1. May. 6266.

SERVICE Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [1425]

GYL SUNN AUTOMOBILES, Ltd., offer:—

1948 Daimler 27hp owner-driven saloon by Windover, over 8,000 miles, an outstanding roomy saloon seating 6 to 7 persons in comfort: £2,500.—Portsmouth Rd., Thames Ditton, Emberbrook 3551-2-3.

STRATSTONE, Ltd., Daimler Specialists, offer:—

1949 Daimler 2½-litre saloon, black, radio, heater; well maintained: £1,695.

1948 Daimler 2½-litre saloon, black with brown leather, immaculate: £1,550.

1946 Daimler 2½-litre saloon, black with fawn leather, chauffeur maintained, low mileage: £1,295.

1950 Daimler 27hp saloon by Freestone & Webb, black with fawn leather, radio, heater, 2,000 miles (B.M.T.A. permission): £3,500.

1939 Daimler 2½-litre limousine, black with leather throughout, well maintained: £895.

STRATSTONE, 40, Beresford St., W.1. (Mayfair 4440) Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464).

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1949 Daimler 27hp saloon by

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

DICKS CAR SALES, offer:—

1939 Fiat 500 foursome coupe, very attractive car, in grey; £345.—Below.

1939 Fiat 500 coupe, 50 mpg; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [14386]

CLAND & TABOR, Ltd., offer:—

1939 Fiat cabriolet 500, not yet run in after complete overhaul; £355.

APPLY Welwyn 481. [3922]

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [1039]

FIAT 500 coupe, black, 1937, one previous owner, good condition, tyres and battery, bargain; £200. Tel. Wanstead 7609.

FIAT 1939 500 coupe, probably best condition car of this type available; £395.—Bartlett, 27A, Pembridge Villas, W.11. [1941]

500 coupe, 1938, £80 overhaul, rebore, etc., bills shown, tyres nearly new, spare unused, very smart; £285.—Tel. Potters Bar 4709. 6 p.m. 1942.

C LINDNER, Fiat specialist, recommends and guaranteed models available, only first-class examples offered; 39, Holland Park, W.11. Park 5731. [3304]

MAYFAIR GARAGES, Ltd.—March, 1940 1100 4-door

chassis 4-door pillarless 6-light saloon, two tone grey and black with grey hide upholstery, exceptionally roomy car in well preserved condition throughout; £465.—Below.

MAYFAIR GARAGES, Ltd.—April, 1938 1100 4-door

fixed head pillarless saloon, grey with blue leather upholstery, good tyres, spot light, excellent condition; £425.—Below.

MAYFAIR GARAGES, Ltd.—1940 model 500 de luxe

convertible coupe, reconditioned beige with leather upholstery and new hood, mats and trimming to match, fully reconditioned and bench tested engine, extremely smart car, completely reconditioned back to a almost new condition; £585.—Below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 de luxe full

4-seater convertible saloon, two tone metallic blue with leather upholstery to match, new hood, good tyres, carefully maintained, very smart car in exceptional condition; £585.—Below.

MAYFAIR GARAGES, Ltd.—August, 1939 500 de luxe

convertible coupe, all black with red leather (original paintwork), one owner since new, carefully maintained in outstanding mechanical condition; £365.—Below.

MAYFAIR GARAGES, Ltd.—June, 1938 500 de luxe

convertible coupe, blue leather upholstery, bumpers, excellent condition; £250.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 convertible

coupe, blue, in very fair condition but not overhauled; £195.—Below. All the above carry three months' guarantee.

MAYFAIR GARAGES, Ltd.—Descriptive list and copy

of Autocar Road Test Report on request.—Below.

MAYFAIR GARAGES, Ltd.—Fiat sales and service.—

M Balderston St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Saturday 9-12. [3824]

Fiat Cars Wanted

R OWLTON SMITH'S, the Fiat buyers—Hampstead

High St. (Hampstead Tube). Ham. 6041. [0933]

C ASH immediately for good Fiat.—H. F. Edwards,

154, Gt. Titchfield St., W.1. Langham 0012. [4291]

MAYFAIR GARAGES, Ltd., sell more pre-war Fias

yearly than any firm in the country, so are always

ready cash buyers of all models.—Below.

MAYFAIR GARAGES, Ltd., also require neglected

Fiat for reconditioning; send brief particulars and price required.—Below.

MAYFAIR GARAGES, Ltd., Balderston St. (opposite

Selfridges' clock) Mayfair, W.1. Mayfair 3104-5.

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed

repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. May 1889. Open 9-6, Saturday 9-12. [1016]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole

licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Ferri 5651.

Grams: Fiat, Wembley. [10909]

B. D. (ENGLAND), Ltd., offer exchange engines,

fitted with our own engines reconditioned to 10 days; new and used engine chassis and body parts.—

65, Lowlands Rd., Harrow. Byr. 1818. [0325]

FORD (6 h.p.)

B ROWNS for Fords.

1938 Ford 8hp saloon de luxe, excellent condition,

reconditioned engine being fitted; £315.—

Brown's Garage, Loughton (Essex) 4119 (Tube). 19769

PERRY'S OF HARROW.

H AVE an excellent selection of post-war 8hp saloons

available.

P HONE Harrow 1031 for details.

W HAROLD PERRY, Ltd., Station Bridge, Weald-

stone, Harrow, Middlesex. [10099]

MARBLE ARCH (WATFORD).

1947 Ford Anglia; £495.

W E welcome part exchanges; cars and commercial

vehicles bought for spot cash; H.P. and insurances arranged.

P HONE or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High

St., Watford. Tel. 4491. [3889]

G. P. (BALHAM), Ltd., offer:—

385 gns.—1942-3 Ford 8 Anglia saloon, recondi-

tioned engine, very trim—2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9.

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Ford Anglia, 14,000 miles, truly beautiful

motor car; £555.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich

S. Rd., S.E.22. New Cross 4444. [3521]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia saloon, black, 6,000 miles, choice

of two.

56 Park Lane, W.1. Regent 4666-374. Ealing Rd.,

Alperton, Middlesex. Ferri 5398; and 8 and 12, Sancier Rd., Caxford, S.E.8. Hither Green 4821. [3439]

FORD (8 h.p.)

FORD 8, 1936, clean condition; £170.—14, Lyton Close, Northolt, Middx. [3676]

145 gns.—Ford 8 saloon, good condition.—Autosnips, Balham High Rd., Balham 1509. [4049]

1949 Ford Anglia, beige, red upholstery, 11,000 miles, owner carefully used.

EUSTACE WATKINS, Ltd., 12, Beresford St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [2880]

1948 Ford 8 (registered December, 1935) saloon, 1000 miles, very good condition.—Autosnips.

1938 Ford 8 4-door du luxe saloon, very good specimen of an old car, taxed; £145.

THOMAS MOTORS, Collette Rd., Upper Richmond Rd., S.W.16. Tel. 3716. [2474]

1948 Ford 8 26,000 miles, black, insured to June, 1951; £525.—Tel. Palmers Green 4769. [4149]

1937 Ford 8, reconditioned engine, good tyres all around; £165.—Smiths Car Sales, 70 and 72, Balham High Rd., S.W.12. Tel. Balham 2127. [4322]

1947 Ford 8 4-door du luxe saloon, very good, low mileage, all guaranteed; also earlier models. [5367]

1947 Ford Anglia saloon, one owner, low mileage, black, very genuine car; £495; also selection of 1938 Ford 8 saloons, recellularised and reconditioned; £275.

1947 Ford 8, reconditioned engine, good tyres all around; £165.—Smiths Car Sales, 70 and 72, Balham High Rd., S.W.12. Tel. Balham 2127. [4322]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON

JOE THOMPSON (MOTORS), Ltd., offers:-

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage. **JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelin's). Tel. 4250.

1940 Hudson 16.9 saloon, first licensed 1943, excellent condition: £625. **GEORGE NEWMAN & Co.**, 369, Euston Rd., N.W.1. Tel. Euston 4466. [4137]

FOR sale.—Hudson allweather saloon, 1936; £200. **G** Freville's Garage, Ltd., 420, Finchley Rd., N.W.2. Tel. Wallington 3404. [3640]

1936 Hudson Terraplane drop head coupe, guaranteed: £225; parts: £100. **Oldfield, 4, Regent Gdns.** Mews, Kensington Park 7780. [4147]

H UDSION Terraplane 16.9 saloon, 1936, beautiful condition, fast, roomy and economical, grey with red leather interior, 1 owner, taxed, bargain: £245. **Sunnyside, Harting, Petersfield**. Tel. Harting 285. [3686]

Hudson Cars Wanted

D.C.S.
THE Hudson buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5732]

URGENTLY required, good pre-war Hudson 17. **Hatfield**, 154, Gt. Titchfield St., W.1. **Langham** 0012. [4287]

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributor, for Hudson reconditioned engines, spares and service, quote chassis number: -83-101. **Heath Rd., Twickenham**. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568]

HUMBER

1947 Humber Super Snipe saloon, maroon, leather and cloth upholstery, fitted loose covers, speedometer reading 9,000 miles. **New Bond St.**, London, W.1. Tel. Mayfair 103-116. [3979]

CAR MART, Ltd.

1949 Humber Hawk saloon, radio, heater, 6,000 miles: £1,425. **Car Mart, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [1989]

NEWNHAMS, Ltd.

1948 Humber Hawk saloon, black with fawn, excellent condition. **NEWNHAM House**, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [17612]

WIMBUSH for Hawks.

1948 Humber Hawk saloon, 9,000 miles only, in the hands of one careful owner, gunmetal grey, fitted leather, cloth and split lamp: £1,075. [Sept.] **Hawke Hawk**, black with brown leather trim, another one-owner car, which has just been mechanically overhauled, exceptional condition: £845.

R.C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [4426]

OVERSEAS CARS, Ltd.

1947 Humber Super Snipe saloon, grey, H.M.V. radio; £995; for other Overseas Cars bargains see page 41. **OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3984]

PRIDE CLARKE, Ltd.

1947 Humber Hawk saloon, dark grey, superb: £850; terms 18-24 months; exchanges: lists Stockwell Rd., S.W.9. Brixton 6251. [4399]

TOM GARNER, Ltd., offer:-

1949 Humber Hawk Mark III saloon, pastel green with brown leather. H.M.V. radio, 15,000 miles. **TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [3725]

DICKS CAR SALES offer:-

1946 (Sept.) Humber 18hp Snipe saloon, special export model, choice of three: £795. **DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5959]

MARBLE ARCH (WATFORD).

1947 Humber Hawk: £925. **WE** welcome part exchanges; cars and commercial vehicles bought for spot cash: H.P. and insurances arranged, cash advances available. **MARBLE ARCH MOTOR SUPPLIES, Ltd.**, Lower High St., Watford. Tel. 4491. [3887]

GLANFIELD LAWRENCE offer:-

£850—1946 Humber Super Snipe, black with brown leather upholstery: -407, High Rd., N.W.12. Finchley 0091. [3372]

K'EVILL-DAVIES & MARCH, Ltd.

1939 Humber Snipe, black, brown upholstery, first-class mechanical condition, recently repainted and retimed. **Hay's Mews**, Berkeley Sq., W.1. Tel. 41/42. Grosvenor 2563.

WARWICK WRIGHT, Ltd., offer:-

1949 Humber Hawk 14hp saloon, satin bronze, red leather, 5,000 miles: £1,450.

1949 Humber Super Snipe 27hp saloon, gunmetal grey, radio and heater, 12,000 miles: £1,625.

1949 Humber Super Snipe 27hp saloon, almond green, buff leather, radio and heater, 13,000 miles: £1,575.

1948 Humber Super Snipe 27hp saloon, black, brown leather and cloth, 17,000 miles: £1,225.

1948 10,000 miles: £1,295. **WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Tel. Mayfair 9761. [4424]

1949 Humber Hawk, small mileage, as new. **GUY ALFREDS & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. [2031]

NUMBER

MCKINNON MOTORS, Ltd., offer:-

1949 (Oct.) Humber Hawk saloon, Mark 3, green, with brown interior, 1 owner, 5,000 miles only: £1,425.

MCKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [3648]

MANN EGERTON & Co., Ltd., offer:-

1949 Humber Super Snipe saloon, black, with brown hide upholstery, sun roof, H.M.V. radio, heater, etc. 7,000 miles. **Berkeley St.**, London, W.1. Regent 2075. [3939]

HUMBER Pullman limousine, black, 27hp. 1936.

H E Shoreditch Borough Council will consider offers for the above car which is in good running order and in excellent appearance available for inspection at the Cleansing and Transport Department, 267, Kingsland Rd., London, E.8 (Clissold 9681).—Offers in writing to The Town Clerk, Old St., E.C.1. [1836]

GORDON CARS (LONDON), Ltd.—1948 Humber 18hp Super Snipe, saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 661-1012. [3944]

LIMOUSINE 1948 Pullman, widest forward occasional partition, superb, 27,000 miles: £1,540. Also **LIMOUSINE** 1946 27hp, partition, forward seats, exceptional order, private owner: £1,095.—Alpe & Saunders, Providence Court, North Audley St., Mayfair 1012. [3842]

£350—1938 16hp Humber saloon, Lawton Goodman, man, 135, Cricklewood Broadway, N.W.2. **1949** Humber Hawk saloon, satin bronze-red leather, 10,000 miles.—May, Kingston, Herefordshire. [3746]

£525—1939 Humber 16 sal., black, beige leather upholstery, 5 new tyres, immaculate condition throughout. [3747]

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558/2619. [3259]

HUMBER 14hp Hawk saloon 1948, one owner, 14,000 miles, finished in black, several extras including heated etc., £210. **CLAYBURN & Co., Ltd.**, 37, Hallgate, Doncaster, E. Tel. Doncaster 3414. [3663]

1931 24hp Pullman limousine, 7-str with division, excellent condition.—H. W. Hinkley, 37, York Rd., Northfleet, Kent. [3635]

IMPERIAL Humber 27hp saloon, superb coachwork in black, beige leather, 200 miles since major overhaul, 1939 series: £495. [3843]

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [3704]

H. A. SAUNDERS, Ltd.—1937 Humber Snipe saloon: £350.—Austin House, 140/144, Golders Green Rd., N.W.11. Tel. 2201. [3800]

1937 Humber Super Snipe sports saloon: £245.—Crown Garage, 28, Albion St. (adj. barracks), N.W.1. Tel. Euston 5507 and 1520. [2023]

1949 Humber Hawk saloon, black/fawn leather, low mileage, original condition throughout: £1,425.—Odeon Motors, Ltd., Barnet 4100. [2944]

1949 Humber Pullman limousine, 11,000 miles: £1,665.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5522. [5166]

1948 (Nov.) Humber Hawk de luxe saloon, metallic grey with grey interior, genuine 11,000 miles, almost as new: £1,095.—Robbins, East Putney, Tel. 4581. [4410]

1949 Humber Hawk mist green saloon, very beautiful, full exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3787]

1949 Humber Super Snipe, black, brown hide, 10,000 miles, magnificent car; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3795]

HUMBER Snipe (1935) 24hp coupe, brown, 80,000 miles, chauffeur maintained, complete workshop overhaul 1948, price £1,000.—Colin's Garage, 102, Colindale Rd., N.W.9. Tel. 222-303. [3588]

NOVEMBER 1946 Humber Super Snipe, 30,000 miles guaranteed, colour maroon, brown interior: £725.—Colin's Car Sales, Ltd., 292-303, Lanark Rd., W.9. Tel. Maida Vale 5134. 7855. 3468. [1922]

1938 Humber 18hp limousine, glass windscreen partition, full 6-seater saloon, immaculate: £375. terms: £30. (exchanges—1000 miles). Tunbridge Wells 99-117. Clermont Rd., London, E.5. [4511]

HUMBER Pullman limousine, face forward seats and windscreen division, 1 owner, chauffeur driven, fitted with radio and heater, all in perfect condition.—Tel. Luton 4390. Rottingdean Park, Alton, Hants. [3690]

1949 (April) Humber Super Snipe de luxe streamlined saloon, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely perfect throughout, taxed December; trade enquiries welcomed. [3747]

MOTORISTS (LONDON), Ltd., Great North Rd., N.2. Finchley Station, N.2. Tudor 2301-2. [3502]

£777 late describes this vehicle accurately: 3 months' guarantee; hire purchase; exchanges.—Lambs of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. Finchley 622. [4076]

1949 Humber Hawk 14hp saloon, black, brown hide upholstery, new carpets, £10 tax, overhauled and in absolutely immaculate condition throughout; deposit £225 balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tel. Brixton 3211. [3943]

NAYLOR & ROOT, Ltd.—1947 Humber Hawk 14hp saloon, smoke grey, low mileage, unblemished condition, chrome fittings, mainline heater, 100 miles on 250 quality oil; demonstration within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [4070]

525—Humber Super Snipe 1940 (reg. Feb. 1942) 27hp de luxe 4-door saloon, dark blue, sliding head, blue leather, Philco radio, heater, good tyres, carefully used, excellent condition; terms: exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [4422]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4423]

SAUL & SLATTER, Ltd., offer:-

1939 1½-litre Jaguar saloon, 18,000 miles, black with silver grey leather upholstery; one owner since new, in excellent condition throughout. Tel. Alderman's Hill, N.13. Tel. Grn. 1205-4446. [4422]

Number Cars Wanted

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

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ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham, 6041.

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1289 (day). 19709

WANTED privately, Hawk or Snipe, under 15,000 miles.—See advert. 24 Lyndhurst Rd., London N.W.3. [1945]

CASH buyers of low mileage Humber Hawks; distance no object.—Huttons, Lord St., Southampton. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tel. 2236.

BIRMINGHAM and Midlands.—Low-mileage Humber cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St. Birmingham. 2. [1906]

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Son, Ltd., The Humber Distributors, Parmenter St., Nottingham. Tel. 4081. [1953]

Humber Spares and Services

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [1826]

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. Tel. 51345

INVICTA

1949 (reg. 1948) Invicta 2-4-seater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588.

100 mph 30hp d.h. coupe, excellent order: £525.—Robin Wood Garage, Crystal Palace, London S.E.19. Tel. Sydenham 6500. [364]

A.P.M. Ltd., offer a number of new Black Prince cars, the majority completed, for the enthusiast wishing to complete.—Falcon Works, London Rd., Isleworth Hounslow 0011. [1344]

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2221.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:-

MANCHESTER (Blackfriars 7845.)

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CAMBERLEY (Camberley 77.)

STREATHAM (Streatham 7751.)

HOUNSLOW (Hounslow 3454.)

FINCHLEY (Finchley 0081.)

GREAT WEST Rd (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

HENLYS, Ltd., England's Leading Motor Agents.

CARR BROS. GARAGES, Ltd., Purley, Upland 4811/2.5.

WIMBUSH for Jaguars.

1949 Jaguar Mark V saloon, 5½-litre, gunmetal H.M.V. radio, an immaculate car: £1,825.

1949 Jaguar Mark V saloon, 5½-litre, grey with red leather trim, 9,000 miles, fitted H.M.V. radio, excellent condition: £1,835.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Tel. 51345.

DICKS CAR SALES offer:-

1939 Jaguar 1½-litre saloon, recent overhaul: £625.

1937 Jaguar 8.8-100 sports 2-seater, immaculate condition, special body: £475.

Jaguar Mark V saloon, one owner, positively as new: £1,700.

Jaguar 1½-litre drop head four-seater coupe, condition above average: £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4423]

SAUL & SLATTER, Ltd., offer:-

1939 1½-litre Jaguar saloon, 18,000 miles, black with silver grey leather upholstery; one owner since new, in excellent condition throughout. Tel. Alderman's Hill, N.13. Tel. Grn. 1205-4446. [4422]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

TOM GARNER, Ltd., offer:-

1947 Jaguar 1½-litre special equipment saloon, black, with beige leather, discs, mascot, etc. 13,000 miles.**1948** Jaguar 3½-litre saloon, gunmetal, with grey leather, radio, discs, etc. 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [3726]

WARWICK WRIGHT, Ltd., offer:-

1948 Jaguar 3½-litre saloon, gunmetal grey, grey leather, 15,000 miles: £1,495.**1949** Jaguar 3½-litre Mark V saloon, black, brown leather, 13,000 miles: £1,795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5933]

CLAND & Tabor, Ltd., offer:-

1949 3½-litre Mark V Jaguar, 9,000 miles, black, brown leather, radio and heater, one very careful owner, as new: £1,250.**1947** Jaguar saloon, black-brown leather, speedo 17,000 miles, looks less, all new tyres, exceptional car: £1,095.

PPLY.—Welwyn 481. [3916]

MANN EGERTON & Co., Ltd., offer:-

1949 Jaguar 3½-litre saloon, black with red leather upholstery, sun roof, radio, heater, discs, 9,000 miles.

14. Berkely St., London, W.1. Regent 2073. [3941]

MEBES & MEBES, Ltd. (Est. 1893), offer:-

1938 (March) 2½-litre Jaguar sports 4-door saloon, grey, blue hide upholstery, pass lights, radio, other extras, coachwork, mechanical condition and tyres excellent, taxed: £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill Hill 2040. [4199]

GUY NAM AUTOMOBILES, Ltd., offer:-

1949 Jaguar Mark V, 9,000 miles, H.M.V. radio, immaculate: £1,875.—Portsmouth Rd., Thames Ditton. Emberbrook 5551 2/3.**1946** Jaguar 3½-litre saloon de luxe: £825.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [4139]

JAGUAR 2½-litre, reg. '38, bronze, India tyres, very clean: £325.—Bow 7013, 7, 10 a.m. to 7 p.m. [3625]

GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 2½-litre saloon, black, 12,000 miles.

GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V 2½-litre saloon, fawn, 9,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1946 Jaguar 1½-litre S.E. saloon, black, H.M.V. radio, excellent order.—Gordon House, 735, Euston Rd., N.W.1. Euston 5611. [3948]

1950—Jaguar 1½-litre 1939 d.h. coupe, in really excellent condition throughout, many others.

ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50s) (50s) Holland Park Tube. [3675]

BARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548

1946 (Nov.) Jaguar 1½-litre saloon: £850.—King Star Garages, 617, Finchley Rd., N.W.3. [3297]

P. F. POWELL MOTORS, Ltd. for Jaguar cars.—East London main agents: 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [3700]

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, finished black (original), lawn leather, excellent engine: £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1939, maroon with red leather. Ace discs, radio, etc.: £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1938, superb specimen, one owner since new, stored war, extensively overhauled by distributor, black, red leather: £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp foursome drop head coupe, 1940, metallic grey with red leather, moderate mileage: £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, similar to post-war model, one owner since new, reconditioned engine fitted December, 1949. nominal mileage: £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946, special equipment model, finished black, red leather: £885.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp saloon, 1947-8, metallic grey with red leather, one owner, low mileage: £595.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, metallic bronze with fawn leather, brand new, new tyres: £525.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, original condition throughout, late property Jaguar distributor, serviced and maintained by real expert: £565.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939-40, finished metallic grey with red leather, sparkling condition throughout, magnificent mechanical order, extra: £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1940, special equipment model, with all features as 1937 3½-litre Jaguar: £495.

CAMDEN MOTORS.—Jaguar 3½-litre special competitive model, 100, 1938-9, specialist's delight, terrifically fast, aero screens, stonewards and host of superb features: £585.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, immaculately finished in black with fawn leather, nominal mileage only: £995.

CAMDEN MOTORS, Jaguar specialists.—These and 360 other cars actually in stock at our showrooms ready for immediate delivery, all models, all colours. Free delivery anywhere in the United Kingdom. Easy and confidential hire purchase facilities; part exchanges. Purchasers' fares refunded from any part of the country. Showrooms open till 8 p.m. Mondays to Saturdays.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [4045]

1948 1½-litre Jaguar special equipment model, fitted Rad'omobile, grey with grey leather upholstery, low mileage: £1,100.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. 64. [2348]

JAGUAR

British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [2237]

1949 Jaguar, approx. 9,000 miles, chauffeur kept, owner getting larger car; best offer secured: seen London.—Full particulars, write Box 7298. [4265]

Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [3997]

1947 Jaguar 1½-litre s.e. saloon, metallic grey with red leather, fitted heater and wheel discs, small mileage, magnificent condition: £225.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [3926]

1948 Jaguar 3½-litre saloon, black, radio.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [3997]**1949** Jaguar 1½-litre s.e. saloon, black-brown leather, 16,500 miles, one owner, exceptionally good condition.—Beardmore, 26, Queen's W.2. Bay 0136. [3981]**1937** 2½-litre Jaguar open sports 4-seater, kept in perfect condition by enthusiast, wireless, spotlight, etc.: £300.—Crompton, Hants. Tel. 4142 (Nov.). [3789]**1949** Jaguar 2½-litre saloon, black, red upholstery, speedo, 4,700, absolutely as brand new: £1,750.—Holland & Hollinshead, Alsager, Stoke-on-Trent. Tel. Alsager 407. [4145]**1949** Jaguar 3½-litre, fawn: green: also 1949 2½-litre, black, blue, supremely lovely, exchanges and terms. Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [3789]**1948** (Oct.) Jaguar 1½-litre saloon, special equipment, low mileage, many extras, including disc and regency covers, colour grey: £1,125.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 10-2222. [3522]**1949** (November) 3½-litre Mk. V Jaguar saloon, 18,000 miles, gunmetal with pale blue upholstery, head, radio, H.M.V. radio, one very careful owner, as new: £1,750.—Mackarness, Billing, Northgate, Tel. Cogenhoe 292. [41510]**1938** 2½-litre Jaguar 100 super sports 2-seater, black with red leather. Standard and Aero series, all-wather, very good, superb performance, coachwork new, carefully used; wire wheels, armrests, etc. will accept £495.—Pearson, Aston Hall, Shifnal, Shropshire. Tel. Shifnal 154 (evenings and Sundays). [3749]**1939** (40) Jaguar 1½-litre saloon (black), complete overhaul 4 weeks ago, including engine, steering, transmission, new road springs, new shock absorbers, completely rewired, etc., at a cost exceeding £160 (all work carried out by qualified A.A. and R.A.C. appointed garages, receipts shown), fitted 4 new tyres, new battery, Eko radio, heater, any trial: £495—22, Allen Rd., W. Croydon. [3751]

Jaguar Cars Wanted

H ENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 287.)

ENT. House, 385, Euston Rd., N.W.1. (Euston 6144.)

1948 West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION. (Gulliver 4141.)

MANCHESTER.—1-5, Peter St. (Blackfriars 7483.)

H ENLYS, Ltd., England's Leading Motor Agents. [0028]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

JACK ROSE, Ltd., offer 1948 (Oct.) Jowett Javelin 4-door saloon, beige colour with radio, radio leather upholstery, almost spotless, accept £845.—Stafford Rd., Wallington, Surrey. Wallington 6677-8 (4 min. Croydon Aerodrome). [9272]

Jowett Cars Wanted

H
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BENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990]

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OWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3130]

Jowett Spares and Services

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service.—Newnhams House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415]

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. [0431]

STRATSTONE LTD., Lanchester specialists, offer:—

1947 Lanchester 10hp saloon, blue with blue leather, excellent condition; £895. [4431]

40 Berkeley St., W.1. (Mayfair 4404.) [4067]

SPINE (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0463]

1939 FOR full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463]

FOR full Jowett service and comprehensive range of spares.—Jowett's, Ltd., Dorset House, Marlowe Rd., N.W.1. (Wembley 7986). [0247]

INGSTON-ON-THAMES, main agents for Jowett Javelin and Bradford vans: spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-4. [16618]

OFFERS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 28 years' Jowett experience; spares and service. [0739]

LAGONDA

LAGONDA distributors for London

HAVE for show, demonstration and early delivery the new 2.6-litre saloons and coupes, details and catalogues available on request.

1939 series Lagonda V12 sports saloon, maroon, beige leather, serviced by manufacturers.

103 New Bond St., London, W.1. Tel. Mayfair 1031/6. [3990]

DICKS CAR SALES, offer:—

1935 Lagonda 4½-litre sports saloon, genuine 90,000 miles, excellent car; £295. [3990]

DICKS CAR SALES, Ltd., 335-401, High Rd., Kilburn. [3289]

AROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington S. London S.W.7. Kensington 6642 (5 lines). [0264]

1933 drop head Lagonda 16/80, somewhat shabby; best over £200.—Slo. 4410. [1415]

4½-litre 4/5-seater drop head V.12 Lagonda, registered 1948, dark blue coachwork, beige leather uphol-

stery, 20,000 miles. [0265]

OFFERS invited for the above car which has been maintained in first class condition.

MESSRS. GREENWOODS BUILDING INDUSTRIES LTD., Salem Works, Lees Rd., Oldham. [1966]

1937 4½-litre Lagonda saloon, chassis No. 12024, engine No. 12024A, completely overhauled and repainted by Lagonda at cost of £200 and not licensed since December 1946. Inspection and trial by arrangement with THE CHESTER ENGINEERING Co., Ltd., Chester. Tel. 23477. [3738]

LAGONDA 4½-litre sports tourer, finished racing green, £1,200, excellent condition throughout, must be seen to be appreciated. £595; exchanges deferred terms.—Terence W. Seward, 70, Anglesea Rd., Southampton. Tel. Southampton 72035. [4187]

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years Service Manager to Lagonda, Ltd.), offer wide selection of used Lagonda cars, including a 1936 4½-litre tourer with outside exhaust; 1936 L.G.45 moon; 1934 4½-litre saloon; and 3-litre saloon.

273 Walton 1562. London Rd., Staines. Tel. 3497-8, or (private) 273 Walton 1562. [0287]

TANKARD & SMITH, Ltd., offer 1934 Lagonda 4½-litre 4-door pillarless saloon, in black with brown leather, good condition throughout, very fast; £265; three months' written guarantee; a so 200 guaranteed used cars of makes.—196, King's Rd., S.W.1. [3705]

FLAMINGO 1931-2, 4½-litre 4-door saloon. [0288]

V-12 Lagonda, one of the two actual works cars built regardless of cost for Le Mans, lapped Brooklands at nearly 140 m.p.h., full weather equipment, absolutely ideal car for Silverstone Club races, etc. expensive rebuild just completed. Brookland speed trial time 32 secs.—Anthony Crook Motors, Ltd., Bristol distributors Catherham Hill, Surrey. Tel. 2232/3. [3482]

Lagonda Cars Wanted

D.C.S.

THE Lagonda buyers.

DICKS CAR SALES, 335-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9. [5727]

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]

1938/39 Lagonda 4½-litre drop head four-seater coupé or saloon.—J. F. Crawley, Ltd., 6015. [4371]

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.

Lagonda House, 7-9, Russell Parade, N.W.1. Speedwell 0011 (ten lines). [0258]

Lagonda Spares and Services

LAGONDA owners are advised to contact the manufacturer for service, spares and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [10908]

Lagonda Spares and Service

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion of pre-war cars with I.F.S.

273 London Rd., Staines. Tel. 3497-8, or (private) 273 Walton 1562. We are open on Saturday mornings. [0217]

LANCHESTER

LONDON CARS offer:—

1936 Lanchester 12hp saloon, black, green hide, well preserved car, guaranteed. £220. [1936]

11hp model in immaculate condition, mechanically excellent. £245. [1936]

LANCHESTER Specialists, Lanchester Specialists, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4431]

STRATSTONE LTD., Lanchester specialists, offer:—

1947 Lanchester 10hp saloon, blue with blue leather, excellent condition; £895. [4431]

40 Berkeley St., W.1. (Mayfair 4404.) [4067]

DAIMLER House, Bournemouth. Tel. 5405. [0463]

1939 Lanchester 11 saloon de luxe, blue and black with blue leather upholstery, original coachwork, speedo reading 43,000 miles, an immaculate car.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Tel. Stamford Hill 2232 or 0864. [3882]

Lanchester Cars Wanted

C

M THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965]

1939 Lanchester 11/14hp require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108]

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]

1936 Lanchester 10hp saloon, black, maroon, 100 miles no accident.—Huttons, Lord St., Southampton. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [0244]

Lanchester Spares and Service

ACOT MOTORS, Ltd.

A RCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237]

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service. Kidderminster 1000. [0257]

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc. for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3

LANCIA

K EVILL-DAVIES & MARCH, Ltd.

1939 Lancia Aprilia, colour auto, grey, blue upholstery, coachwork and mechanical condition extremely good.

41—42, Hay's Mews, Berkeley Square, W.1. Tel. Grosvenor 2563. [0237]

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column.

41—42, Hay's Mews, Berkeley Square, W.1. Tel. Grosvenor 2563. [0237]

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia.—Only first-class examples are offered.

PRESENT stock includes one unique post-war second series 1.486cc model.

A LSO one particularly good 1939 de luxe saloon.

ALL details of these and other models on request; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.1. Tel. 2474. [0494]

L AMBDA 7/16 series saloon, good, original condition. 90—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [04184]

1939 Lancia Aprilia saloon, grey, red leather well maintained car, open to any examination.

1939—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [0236]

Lancia Cars Wanted

LANCIA Aprilia, wanted, any year. T. P. Green High Rd., N.20. Tel. Hillside 2393. [10343]

K EVILL-DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41—42, Hay's Mews, Berkeley Sq., W.1. Tel. Gros. 2563. [0237]

LANCIA Aprilia latest models wanted.—A. Freeman, 19, Rus. 2374-5. [10077]

JOHN S. TRUSCOTT, Ltd., urgently require Lancias;

exceptional prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.1. Tel. Bay. 4274. [10399]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian car, offer a wide range of spares, including spares for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest models, etc., apply to: Lancia Works, Alperton, Wembley (Perivale) 5566. [0320]

LEA-FRANCIS

B ROOKLANDS.

1948 Lea-Francis sports 2-seater, grey, red leather, speedometer reading 5,000 miles.

103 New Bond St., London, W.1. Tel. Mayfair 333-4. [0381]

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1948 Lea-Francis 14hp 4-door saloon, black, 14,000 miles, maintained by our own service station: £1,025. [0382]

18 Berkeley St., W.1. Tel. Mayfair 6266. [10908]

OFFICIAL Lea-Francis London Service Station, 12 Wellesley Av., W.6. Riv. 1413. [4123]

LEA-FRANCIS

1949 (May) Lea-Francis 1½-litre special shooting brake, maroon and light oak, radio, very smart; £995.—S. Morris & Co., 29-31, Edgware Rd., W.2. Tel. Pad. 3075-6. [1562]

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—18, Wellesley Av., W.6. Riv. 1413. [18983]

Lea-Francis Spares and Service

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5. [0392]

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Buyers and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. Tel. Mayfair 6266. [1562]

Spare parts

SERVICE: 12, Wellesley Av., W.6. Riv. 1413. [18570]

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903. [17019]

LINCOLN-ZEPHYR

295 gns.—Lincoln-Zephyr, 1937 model, 37hp V.12 4-door saloon, black, grey cloth, sliding division, very good condition, term. exchanges; list, open 9-7 week-days and Saturday.—Romford Smith, Hampstead (Hampstead Tube). [14354]

MERCEDES-BENZ

MERCEDES-BENZ (Gt. Britain), Ltd., offer:—

1939 type 170V, 14hp with Continental steering, black with grey cloth upholstery, low mileage, in excellent condition, first registered July 1950—Victoria 8715. [1562]

CHISWICK MOTORS, Ltd., Kensington, S.W.3.

36-220 s.c. narrow sports 2-seater, red, P.100 lamps, terrific performance, bargain.

ROADSTER, s.c., 500K, 1937.

March, maroon with beige leather, most attractive car in showroom condition throughout.

COUPE, 2-3-seater, s.c., 540K, 1937 model, silver and sea green, grey leather, beautiful condition throughout.

COUPE, 2-3-seater fixed head, ex-Caracallos s.c., 500K, in the country. [1562]

CHIPSTEAD MOTORS, Ltd., Onslow Garage, S.W.3.

36-220 s.c. narrow sports 2-seater, red, P.100 lamps, terrific performance, bargain.

CHOICE OF others: we are also keen buyers of Mercedes.

—Flaxman 0052 and 7253. [1565]

MERCEDES-BENZ, razor-edge saloon, Freestone & Webb body, 38.4hp, supercharged and overdrive, first registered 1939, mileage 22,250, 6 new tyres, exceptional car, in showroom condition. £1,750. [Box 715]

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN) Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [15530]

MERCURY

SIMPSONS MOTORS offer:—

1948 first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers.

1949 genuine Mercury 4-door sedan, radio, heaters, seat covers, defroster, genuine low mileage.

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [15666]

M G

CAR MART, Ltd.

1949 M.G. 1½-litre saloon, radio, 5,000 miles; £1,175.

1949 M.G. T.C. model 2-seater, 11,000 miles; £765. [15432]

ELITE MOTORS offer:—

1935 M.G. model K.N. Magnet pillarless 4-door saloon, in excellent condition throughout, enclosed in royal blue with interior to match, very attractive appearance. £269.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474, 4 lines. [14013]

WOODBAIN CARS offer:—

£168—M.G. 8hp J type open sports 4-seater, cream and red, good hood and screens, folding windscreen, 4 speeds, twin carb., knock-on wheels, looks like a bomb.

£145—M.G. 12hp special streamlined sports 2-seater, British racing green, new hood, smart fast car.

M.A.R.C.H. (Woodbain Cars, the M.G. specialists, 6 and 10, Eton Garages, Eton Av., Swiss Cottage, N.W.3. Primrose 9435. [14005]

ICKS CAR SALES offer:—

1939 M.G. 1½-litre sports saloon, just fitted reconditioned engine, definitely unmarked, £575.

1939 M.G. 18hp drop head coupe, very fast and attractive sports car; £475.

ICKS CAR SALES, Ltd., 335-401, High Rd., Kilburn. Maida Vale 6888-9. [14399]

M A R C H (WATFORD).

1939 2-litre M.G. tourer: £425.

WE welcome part exchanges: cars and commercial vehicles bought for spot cash: H.P. and insurances arranged; call: phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [15886]

W A R W I C K W R I G H T , Ltd., offer:—

1947 M.G. 1½-litre T.C. sports 2-seater, black, red leather, 19,000 miles; £650.

W A R W I C K W R I G H T Ltd., 150, New Bond St., W.1. Tel. Mayfair 9761. [1347]

USED CARS FOR SALE AND WANTED--SPARES AND SERVICE

MORRIS EIGHT

JARVIS & SONS, Ltd., see specially selected cars bargains, page 39.—Morris House, Morden Rd. S.W.19. Tel. Liberty 4656.

1938 Morris 8 saloon, in excellent order throughout, out, black, red leather; £295; 3 months' guarantee; terms and exchanges. JACk WILLIAMS, MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5711. Tel. 4434.

1938 Morris 8 saloon, 10,000 miles, 1945, black, red leather; £295; 3 months' guarantee; terms and exchanges. JACk WILLIAMS, MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5711. Tel. 4434.

1938 Morris 8 saloon, 10,000 miles, 1945, black, red leather; £295; 3 months' guarantee; terms and exchanges. JACk WILLIAMS, MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5711. Tel. 4434.

1938 Morris 8 2-door saloon, black, brown hide, one owner; £385. Peter Bantock, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870.

1938 Morris 10-6 saloon, black with green leather upholstery, in very clean condition; £185. JACk WILLIAMS, MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5711. Tel. 4434.

1938 Morris 10 (Oct., 1945) de luxe 4-door 525 saloon, black, sliding head, brown leather, reconditioned engine, new tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1947 Morris 8 2-door fixed head saloon: £500. John W. Whaley, London Rd., Bishop's Stortford (est. 1923). Tel. 181 and 182. [1142]

1936 Morris 8 4-door saloon with blue leather upholstery; £218. Tizard & Smith, Ltd., 27, Peckham Rd., S.E.5. Tel. Rodney 2051. [2937]

1939 Morris 8 saloon; £385 or 30 monthly instalments of £15.10/6.—The Cooden Engineering Co., Ltd., Beckhill. Cooden 500. [5810]

£175 —Sept., '36, Morris 8 4-door, tourer, new battery, universals, brakes refined, grand little car, 47, Abbeville Rd., Clapham. Tull. 4005. [1811]

B RUTONS, Ltd., offer:—1938 Morris 8 2-door saloon black, recog. eng., clutch, etc., crankshaft re-ground, just run in showroom condition, taxed; £275. [1807]

1939 Morris 8 saloon; £385 or 30 monthly instalments of £15.10/6.—The Cooden Engineering Co., Ltd., Beckhill. Cooden 500. [5810]

£175 —Sept., '36, Morris 8 4-door, tourer, new battery, universals, brakes refined, grand little car, 47, Abbeville Rd., Clapham. Tull. 4005. [1811]

1939 (September) Morris 8 2-door de luxe saloon, black/brown leather; £370. Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4424.

1948 Morris 8 4-door de luxe, grey, sliding roof, leather upholstery, low mileage; £625. [4456]

1948 Morris 8 4-door de luxe, grey, sliding roof, leather upholstery, low mileage; £625. [4456]

1948 Morris 8 4-door saloon wanted.—Gordon Wooderson, 45a, Drewstow Rd., S.W.16. Streatham 8638. [3972]

1948 MORRIS WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [18374]

225 gns.—Morris 8 1936 de luxe saloon, black, sliding head, blue leather, excellent condition, terms, exchanges; list: open 9-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4452]

1937 Morris 8 saloon, immaculate, blue and black coachwork, very clean interior, nice performance; bargain at £259 cash, or £79 deposit. C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605. [3878]

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 2-door—30. Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [1971]

OWLAND SMITH'S, the Morris 8 buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. CASH buyers of low-mileage Morris 8s, distance no object.—Huttons, Lord St., Southport. Tel. 2268.

1947-8 Morris 8 4-door saloon wanted.—Gordon Wooderson, 45a, Drewstow Rd., S.W.16. Streatham 8638. [3972]

1948 MORRIS WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [18374]

MORRIS TEN

MARBLE ARCH (WATFORD).

1937 Morris 10hp saloon, reconditioned: £325.

W E welcome part exchanges; cars and commercial vehicles bought for spot cash, H.P. and insurance arranged; call 'phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3895]

WADDINGTON MOTORS, Ltd., offer:—

1936 Morris 10 saloon, taxed, bargain: £250. Fortune Green Rd., N.W.6. Ham. 2211.

1937 Morris 10 de luxe saloon, a reliable car; £325.

GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466.

1948 Morris 10 saloon, black, speedo, 19,000 miles, one owner; £725. [1319]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glasc. 2234. [1556]

1939 Morris 10hp saloon, one owner, new engine and tyres, good condition; £395. Livingstone 2873. [4488]

JARVIS & SONS, Ltd., see specially selected cars bargains, page 39.—Morris House, Morden Rd. S.W.19. Tel. Liberty 4656. [4450]

1939 Morris 10 four-door sunshine saloon, black/green leather upholstery, chauffeur maintained; guaranteed; £425.

G. W. WILSON, Ltd., 1, Weston Park, Kingston-on-Thames, 2241. Tel. 1681. [3831]

1939 Morris 10 de luxe saloon, perfect, guaranteed; £365; payments—Vaughan, 17, Astwood Mews, S.W.7. Tel. 1319. [3988]

1939 Morris 10 saloon, very good condition; £355.

HORNSEY GARAGE, 315, Finchley Rd., Finchley, N.W.3. Ham. 2222. May. 1627. [1652]

1938 Morris Series III 10, in very good condition throughout, mechanically excellent; £365.

3 months' guarantee; terms and exchanges.

JACk WILLIAMS, MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5711. Tel. 4434.

1937 Morris 10 saloon de luxe, blue, excellent condition throughout; £285. Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4455]

1946 Morris 10-6 saloon, black with green leather, well maintained; £595. Peter Bantock, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870.

1934 Morris 10-6 saloon, black with green leather upholstery, in very clean condition; £185.

Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Tel. 4551. [2336]

1935 Morris 10 (Oct., 1945) de luxe 4-door 525 saloon, black, sliding head, brown leather, reconditioned engine, new tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4355]

1938 Morris 10 (Oct., 1945) de luxe 4-door 525 saloon, black, sliding head, brown leather, reconditioned engine, new tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays. Row and Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4355]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

SIMPSONS MOTORS offer:-

1947-8 Packard Clipper, right-hand drive, 4-door saloon, radio, heaters, seat covers, beautiful appearance, genuine low mileage, post-war car. [1385]

SIMPSONS MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1385]

HAROLD RADFORD & Co., Ltd.:-

1947 (first registered) Packard Super 8 limousine, 100 tax, electrically operated division. [1385]

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1385]

JOE THOMPSON (MOTORS), Ltd. offers:-

1939 sedanca de ville 32.5 Super 8 de luxe, very low mileage, special English body, an outstanding car. [1385]

1937 Packard 120 saloon: £325.

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michelin's). Ken. 4256. LEONARD WILLIAMS & Co. (1940), Ltd. Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD concessionaires offer a selection of approved late model Packard cars. [1385]

LEONARD WILLIAMS & Co. (1940), Ltd. Great West Rd., Brentford, Middlesex. Ealing 3400. [1385]

£325 in excellent condition; reason for sale, new car. Cunningham 191. [1385]

PACKARD Super 8 limousine 8-seater, ex £850, exceptionally clean, £10 tax—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [1385]

1948 Packard Super 8 saloon, full de luxe equipment, low mileage, immaculate condition. Sidney Marcus, Ltd. 33, Sloane St., S.W.1. Tel. Sloane 557-6970. [1385]**£100** Limousine 1937 Super 8 saloon, partition, widest forward occasions: 28,000. £1,140. Seen—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [1385]

PACKARD V12 in immaculate condition, fitted with Perkins light high speed diesel engine, giving approximately 35mpg, price £1,250.—Church Road Eng. Co., Ltd. Dodge Distributors, Hadleigh, Essex. Hadleigh (Essex) 58474/5711. [1385]

1938 (May) Packard Straight 8 7-passenger limousine, face forward occasions, black, fawn cloth rear, black leather front, immaculate and imposing car, delightful performance; written guarantee; terms, exchanges: £1,140. W. L. Lamond 6012. [1385]

TANKARD & SMITH, Ltd., offer 1936 Packard 120 d.b. T-coupe, in black, with black leather upholstery, condition of coachwork and interior can only be described as immaculate, mechanically much above average; £225; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4901-2. [1385]

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers, Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Packard. Wembley 3303. [1382]

JOE THOMPSON (MOTORS), Ltd. Packard specialists, 97, Fulham Rd. (next door to Michelin's). S. Kensington 4858. [1383]

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Gardens, S.W.1. [1233]

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd. sole Packard concessionaires, Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [1046]

JOE THOMPSON (MOTORS), Ltd. Packard specialists, 97, Fulham Rd. (next door to Michelin's), S. Kensington 4858. [1381]

PONTIAC

HAROLD RADFORD & Co., Ltd.

1948 (first registered Jan., 1949), 6-cylinder Pontiac 4-door saloon de luxe, 15,000 miles. [1385]

HAROLD RADFORD & Co., Ltd. Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1154]

JOE THOMPSON (MOTORS), Ltd. offers:-

1949 Pontiac Silver Streak saloon. R.H.D. colour blue, fitted radio. [1385]

JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd., South Kensington (next to Michelin's). Ken. 4256. [1385]

1947 Pontiac Six saloon, l.h.d.—British & Colonial Motors, Ltd. Upper St. Martin's Lane, W.C.2. Tel. 2939. [1385]

A CHIE SIMONS & Co., Ltd.—1940 Pontiac 2-door saloon, colour blue, cloth upholstery throughout: £575.—94, Gt. Portland St., W.1. Lam. 1343. [14019]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Pontiac. Wembley 3303. [1380]

COWLEY MOTORS require a low mileage Pontiac—475 Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [13798]

RACING CARS

CONTINENTAL CARS offer:-

MASERATI, choice of two 2.9 Monoposto cars.

BUGATTI 3.5-litre Grand Prix car.

CONNAUGHT, choice of two 2-seater team cars.

LSO single-seater racing car, ex Peter Clark, L.P. engine, H.R.G. chassis.

ORDERS taken for single-seater racing Connaughts.

PORTSMOUTH Road, Send, Surrey. Ripley 5122.

VINTAGE Sunbeam Tiger supercharged 4-litre 12-cylinder, holder of many world records by Seearve and Campbell, 150 mph, completely reconditioned in 1949 by Monks, but needs some attention: £675 or near offer. A list of spares available. James, Molsheim, Bury, Bromsgrove. Hanbury 280. [14181]

BECAUSE he is changing over to 500 racing, Oscar Moore wishes to dispose of the O.B.M.: this most successful car. Many Cup and many other wins this year in ready-to-race condition. Has just been resprayed, several hundred pounds worth of spares included: the owner considers that it is of more value as a potential winner than some machines priced at over £2,000, but is prepared to take considerably less than that figure; part exchanges would be considered and no purchase arranged.—204, Ballards Lane, N.3. Pinchley 7050. [13933]

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1.100cc formula racing cars. [1021]

RAILTON

CLAND & Tabor, Ltd. offer:-

1938 Railton 28hp saloon, black, blue leather, unmarked condition, new tyres, very fast: £475. [1381]

S. G. SMITH (MOTORS), Ltd. offer:-

1937 Railton 30hp, 15mpg, 90mph, immaculate condition: £590; 50 other guaranteed used cars. [13917]

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., London, S.E.2. New Cross 4444. [2565]

1935 Railton 28hp, excellent condition, 4 new tyres: £175. [1381]

THE FORGE GARAGE (PETERSHAM), Ltd. 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [1385]

£195 1938 Railton d.h. foursome coupe 1955. [1381]**1936** Railton 28hp saloon, very good road thoroughbred, fitted Riley—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. [12851]**£525** 1936 Railton 10hp drop head coupe, fitted coachwork. Finishes ash with red leather upholstery, fully reconditioned engine fitted and thorough mechanical overhaul May last, complete steering overhaul last month (bills available for work carried out), new engine run approximately 4,000 miles, must appeal to discerning purchaser requiring something out of the ordinary, runs well, £525. [1381]

RAILTON Cars Wanted

ONE MOTORS (LONDON), Ltd. 26b, Belgrave Rd., S.W.1; always buyers of good Railtons. [1383]

CASH immediately for good Railton. H. F. Edwards, C. 154, Gt. Titchfield St., W.1. Langham 0012. [14235]

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars actually in stock; write for post-free catalogue; hire purchase, part exchanges; free delivery. [4034]

RAILTON Cars Wanted

ONE MOTORS (LONDON), Ltd. 26b, Belgrave Rd., S.W.1; always buyers of good Railtons. [1383]

RAILTON GARAGE, Western Ave., Greenford, R. Middx. Waxlow 1071-5. [2027]

WILHAM'S RENAULT SALES & SERVICE, Surbiton. Tel. 2041. 1938 Renault 10hp saloon, black engine just replaced. [1381]

1939 Renault 12 drop head coupe, 29,000 miles recorded, in original condition throughout; [1381]

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RENAULT GARAGE, Western Ave.,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hannington, Tudor, Hill, 6000). Tel. 10983
RITISH & COLONIAL MOTORS, Ltd., require one Riley car.—Upper St. Martin's Lane, W.C.2. Tel. 3588.
LAKES, Riley distributors, will purchase any non-Covenanted Riley cars.—110, Bold St., Liverpool 1. Tel. 6222. [17735]
RACK RILEY, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 6777/8. [9266]
PROPROAC, Ltd., first before disposing of your Riley car.—Stanford Hill 3291-2-3. [3718]
URGENLY required, 1946-5 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Shambelhurst Lane, Booterston, Edinburgh 10. Tel. Booter 132. [3620]
MOTORISTS (LONDON) LTD., are immediate buyers of post-war Riley saloons.—Great North Rd., Finchley Station, N.1. Tudor 2301-2. [7395]
WANTED privately, 1947 Riley 1½-litre, state of condition, mileage, colour and price.—K. Uglow, 77, Station Rd., Chiswick, W.4. Tel. 2568. [3627]

Riley Spares and Service

AROOT MOTORS, Ltd.—Pre-selector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7300. [0238]

COON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By arrangement, 1000 miles. [0246]

PERFORMANCE CARS for pre-war Riley spares and repairs.—Daleham Mews, N.W.3. Hampstead 1111.

HARTLEY'S for Riley spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.3. Forest Hill 2244-5. [0246]

PRE-SELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0781]

WHEN in the West consult the Riley specialists: comprehensive stock of spares and immediate attention.—Pastore Motors, Ltd., 176, Kellaway Ave., Brixton. Tel. 23068. [0254]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country: special equipment for mechanical and coach repairs.—Carter Lane, Highgate, London N.5. Tel. 5448. [0280]

RILEY distributors for 29 years. Comprehensive list of spares: quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258]

ROLLS-ROYCE

POLLS-ROYCE specialists 40 years.

BELL, LTD.—30hp Rolls-Royce saloon with division by H. J. Mulliner.

LONDON, W.1.—25hp Rolls-Royce Tickford with division.

1934 25hp Rolls-Royce sports saloon by Hooper.

1935 25hp Rolls-Royce saloon with division by Park Ward.

1932 25hp Rolls-Royce sports saloon by Hooper.

1931 (first reg. 1935) 40-50hp Rolls-Royce, originally fitted with full length 4-door, 4-light body by Windover, front part original, rear section has been modified for carrying goods: colour dark green and black with brown leather upholstery, has been run on 60 octane.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [1243]

WHAROLD PERRY, Ltd., Invicta Works, 279, Baldersgate Lane, North Finchley, N.12. Tel. Hillside 4444.

1937 Rolls-Royce Phantom III, body by Windover, brown leather interior, colour dark maroon, car has been completely reconditioned, £685 mechanical overhaul November, 1949, car in immaculate condition: £2,000.

HAROLD PERRY, Ltd., Invicta Works, 279, Baldersgate Lane, North Finchley, N.12. Tel. Hillside 4444. [9308]

FOX OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, after a 1939 Park Ward 7-seater limousine, black, 25,000 miles, excellent condition; price £3,250.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. No. Regent 7637.

FOX (2808)

RIPPON. (2808)

RIPPON. (2808)

RIPPON BROS., Ltd., 10, North Audley St., W.1. Mayfair 5242.

NORTHERN Rolls-Royce specialists since 1905.

1948 Silver Wraith 7-seater limousine by Park Ward.

1937 Phantom III 7-seater limousine by Rippion.

1936 (Nov.) 30hp touring limousine by Rippion.

1935 Phantom II drop head coupe by Gurney Nutting.

1934 25hp 4-door sports saloon by Hooper.

1933 You can buy with confidence from the largest distributor.

RIPPON BROS., Ltd., Huddersfield, 6340 (5 lines). [10905]

R. C. MORTLAKE.

1936 25hp Rolls-Royce owner-driver sedan, division, one private owner since new. Rolls history, genuine small mileage.

1935 25hp Rolls-Royce Park Ward owner-driver sports saloon division, radio, in superlative order.

1937 25-30 razor-edged owner-driver saloon.

ROLLS-ROYCE Ltd., 227, Kensington Rd., Ledbury Grove, W.10. Tel. Ledbury 1282. [1797]

ROLLS-ROYCE limousine 40/50 f.w.b. 1925 but ex-

Riley Cars Wanted

R. MORTLAKE, 253, Kensington Rd., London, W.10. Tel. Mortlake 5155. [1341]

ROLLS-ROYCE

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

BROOKLANDS.
1947 Rover 14hp saloon, black. Bedford cord; speedometer reading 11,000 miles; exceptional through. £1,075.—
1947 Rover 16hp sports saloon, black, brown leather; fitted heater; small mileage. £1,033.—
103 New Bond St., London, W.1. Tel. Mayfair 8351/6. [3982]
CAR MART, Ltd.

1947 Rover 10 saloon, 13,000 miles; £1,075.

1940 Rover 14 saloon, 6 months' guarantee; £775.—
CAR MART, Ltd., 150, Park Lane, W.1.
Grosvenor 3434. [3451]
Our new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 2827-8. [10213]

Rover Cars Wanted

CM.
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [10971]

HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2021).
HENLY House, 355, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents. [10030]

ROYAL SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Post-war Rover, Guildford. Tel. 6138. [6138]
CARLS, Ltd., are good buyers of post-war Rover cars.—King St., East Grinstead. Tel. 717. [1985]
POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [6058]

WANTED, privately owned, Rover 75 saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [4024]

ALMON, Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [10464]

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool. Tel. Royal 6622. [7736]

CAROLDING, Ltd., 8-10, North Audley St., London, W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [14243]

WANTED.—1949-9 Rover 75 saloon, covenant free, low mileage, no dealers.—Robinson, 2, Regent St., Cambridge. [4024]

ALMON, Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [10464]

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool. Tel. Royal 6622. [7736]

MOTORISTS (LONDON), Ltd., are immediate buyers of post-war Rover saloons.—Great North Rd., Finchley Station, N.2. Tudor 2301-2. [7396]

DAVID ROSENFELD, Ltd., Rover Distributors. We are anxious to buy small mileage out-of-covenant Rover cars.—76 Deansgate, Manchester. Tel. Deansgate 5455. [10554]

ROYAL SMITH'S, 1939 saloon; we are anxious to obtain a good car of the above type at a reasonable price, and would welcome offers.—Gates Motor Engineering Co., Ltd., Tel. Brockenhurst 3337. [13748]

RAYMOND WAY, the hire-purchase specialists, still purchase pre-war Rovers any model and have unlimited cash available.—Canterbury Rd., Kilburn. N.W.6. Maida Vale 6044 (10 lines). [5843]

Rover Spares and Service
DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents. Sales and service. Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover Distributors, for spares and specialised service.—Tel. Datchet 54. [1712]

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321 Romford Rd., Forest Gate, E.7. Maryland 4818-9. [10403]

DAVIS, H. W., Ltd., 10, Newgate St., London, E.C.2. Lancashire and Cheshire; very large spares stock available.—Cheadle Hill Rd., Manchester. 8 Tel. Blackfriars 2302. [10555]

SINGER CLAND & Tabor, Ltd., offer:—

1948 Singer 10 saloon, black, brown leather, 11,000 miles only, now new throughout; £675. [10221]

APPLY Welwyn 481. [3921]

ATHE SINGER DISTRIBUTORS.—1936 Le Mans; £355. [10220]

THE SINGER DISTRIBUTORS.—1947 Singer 10 saloon, 33,000 miles; £595.—The Singer Distributors, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [10408]

1937 Singer Le Mans speed special, 8hp, 2-seater, excellent condition; 27/59ns.—Below. [10408]

149 Singer 9 saloon, excellent condition.—Autospares, 5, Balham High Rd., Balham 1509. [10407]

1939 Singer 10 saloon, maroon, appearance and condition, similar to '46 model; £395.—MAGDALEN MOTORS, 311, Trinity Rd., Walthamstow Common, Battersea 5573. [14404]

SINGER Le Mans 1935/6 2-str., recirculated red, very smart and reliable, bargain; £255.—Box 7301. [10261]

1949 Singer 1500 saloon, many extras, 9,000 miles; 27/59ns.—Singer Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557/6970. [10261]

1948 (July) Singer Super 10 saloon, black/brown leather and cloth, owner, excellent condition; £725.—Kerridges, Alton. Tel. 2224. [10152]

See ads. under Classified sections.—Anthony Crook, Caterham Hill, Surrey

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

1946 Standard 8 saloon, black, in very good condition throughout, mechanically excellent: £395. 3 months' written terms and exchanges. **J. A. C. WILLIAMS**, Merton, 169, Priory Rd., Hornsey, Merton 5228 and 5774. [4426]

1947 (October) Standard 8 saloon de luxe, 11,000 miles, black: £510.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3828]

1947 Standard 8 drop head coupe, excellent condition, very attractive car: £495.—A. B. Motors, 336, New Cross Rd., London, S.E.4. [1004]

1948 Standard 8 drop head coupe, grey, as new, fitted radio, 21,000 miles, taxed: £285.—**Dalton Motors**, 517, Kingsland Rd., London, E.8. Clissold 4943.

545 Standard 8 1948 saloon, fawn, sliding head, one careful owner, small mileage, very exceptional condition; terms, exchanges—Rowland Smith, below.

495 Standard 8 (Aug.) 1946 fourse drop head coupe, grey, blue leather, good tyres, one careful owner, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4541]

WALTER SCOTT, Ltd.—1947 Standard 8 open, black, exceptional condition: £475; exchanges terms—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), P.R. 5914. [1102]

£385 Standard 8 tourer, black, blue cond., one owner, splendid condition, taxed—Birkett Motors, Ltd., 326, Romford Rd., Romford, E.15. Maryland 2534. [4023]

1946 Standard 8 tourer, finished grey, blue leather, indistinguishable from new, any examination—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [4424]

1946 (October) Standard 8 tourer, superb, little use, spotless condition: £435; terms, exchanges—B. & H. Motors, 1,468, High Rd., Whetstone, London, N.20. Hillside 6671-2. [1855]

499 Standard 8 drop head fourse, colour black, very original throughout—Raymond Way, Canning 7, Rd., W.6. Maida Vale 6044. Open till 7 p.m., 6 days a week. [4330]

1946 (June) Standard 8p de luxe saloon, black, brown leather, moderate mileage, very sound and in nice condition, taxed: £450.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Upton 4024. [1271]

1946 Standard 8p sun saloon, grey, blue leather, one careful owner, regularly serviced by main dealers and in superior condition throughout, 5 new Dunlops just fitted: £475; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11, Bk. 4274. [4096]

TANKARD & SMITH, Ltd., offer Standard 8 saloon in black with brown leather, smart little car with excellent performance: £325; three month's written guarantee; also 200 guaranteed used cars of all makes. Below.

TANKARD & SMITH, Ltd., offer 1946 Standard 8 drop head coupe with brown leather, very nice condition indeed, any trial: £470; three month's written guarantee; also 200 guaranteed used cars of all makes. Below.

TANKARD & SMITH, Ltd., offer 1947 Standard 8 saloon in black with brown leather, two owners, moderate mileage only: £495; three month's written guarantee; also 200 guaranteed used cars of all makes. **TANKARD & SMITH**, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801/2. [3712]

STANDARD 9

G. P. (BALHAM), Ltd., offer:—

165 (1934/5) Standard 9 de luxe saloon, original coachwork, interior condition immaculate: genuine bargain—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107/8/9. [1018]

MARBLE ARCH (WATFORD): 1939 Standard 9 coupe; £350.

1939 Standard 9 coupe; £350. **WE** welcome part exchanges; cars and commercial vehicles bought for spot cash. H.P. and insurance arranged. Call, phone or write.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3890]

H. A. SAUNDERS, Ltd.—1939 Standard 9 saloon: £325.—A. W. 1939, 140-144, Golders Green Rd., N.W.11. Spedwell 0011. [4063]

£165—1936 Standard 9 saloon, clean condition, good tyres, excellent little car for modest outlay—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4312]

£150—1934 2-door saloon, immaculate coachwork (resprung), 2 new tyres, reconditioned engine: h.p. terms arranged—Monash Motors, 594, London Rd., Thornton Heath 5081. [4473]

1938 Standard 9 de luxe saloon, black, sun roof, blue leather, the motor car is in exceptional condition, bodywork has been carefully preserved, mechanically perfect, genuine value for money: £295.—**D. OUGLAS CAR SALES**, 806/822, Great Cambridge Rd., Enfield. [4300]

1938 Standard 9 2-door saloon, green, with green leather upholstery, in exceedingly good condition both mechanically and in bodywork: £290.—**Tankard & Smith**, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3969]

STANDARD 10

BROWN'S for Standards. **1939** Standard 10hp saloon de luxe, reconditioned engine, immaculate condition: £425.—**Brown's Garage**, Loughton (Essex) 4119 (Tube). [2946]

G. F. (BALHAM), Ltd., offer:—

325 (1939) Standard 10 4-door de luxe saloon, 325 reconditioned throughout, any trial—2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. [2875]

£395—1939 Standard 10 sal., black, recent overhauling costing £140, in exceptional condition throughout.

M. AKEIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0556/2619.

1939 Standard 10 4-door saloon, black, in very good condition throughout, bargain: £350.—**Wembley Court Motors**, High Rd., Wembley. Arnold 5221-2. [1778]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

£425 1938 Triumph Dolomite sportsman 2-door, black, blue hide upholstery, 5 very good tyres, in excellent condition.—**M. MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Chiswick, W.15. [3255]

1949 2000 Triumph saloon, colour metallic grey, 7,800 miles; £1,275.—**Woking Motors** (Maybury Hill) Ltd., i.d., Woking, 1928. [1186]

1949 unblemished condition.—**Colin Haines, Ltd.**, 30s., Bourdon St., W.1. [3238]

1948 Triumph 1800 saloon, black, 14,000 miles, in spotless condition; £985.—**London House Motors**, Burnham-on-Sea, Som., Tel. 438. [4196]

1949 1949 model, new, 11,050 miles, P. & L. Ltd., 11,050 miles, Park Lane, (Molesley), Hampton Court, Way, Molesey, Tel. 4371. [2067]

1949 1949 Triumph 2000 saloon, radio and heater, 7,000 miles.—**British & Colonial Motors**, Ltd., Upper St., Marton, W.2. [3588]

£695 1949 Triumph razor-edge saloon, February 1949, immaculate black, beige leather, one lady owner since new, small mileage, radio, etc.—**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds., Tel. 2041 (5 lines). 400 cars actually in stock; write for parts and catalogue; hire purchase; part exchanges; free delivery.—**Cooper Engineering Co. Ltd.**, Bedhill, Cottenham, Cambs. [4035]

1935 Triumph Gloria 16hp saloon; £285, or 30 months instalments of £11/90.—**The Cooden Engineering Co. Ltd.**, Bedhill, Cottenham, Cambs. [3211]

1948 Triumph 1800 razor-edge saloon, black, low mileage, beautiful condition.—**Sidney Marcus, Ltd.**, 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [3877]

7000 miles: 1948 (Oct.) Triumph 2000 model saloon, grey, H.M.V. radio.—**Ernest Sutton, please**, Cleeve Hill, 95 (Chesterfield). (Trade enquiries welcome.) [3994]

1948 Triumph 1800 roadster, silver grey, new head, superb condition; £885.—**Smith & Hunter, Ltd.**, 376, Kensington High St., London, W.14. [3872]

1947 Triumph Roadster, 14,000 miles, colour maroon, radio; £795.—**Clayton's Cars** (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [3498]

1949 (June) Triumph 2000 saloon, 9,000 miles only, black with beige leather upholstery, tax December, absolutely spotless throughout; trade enquiries welcomed.—**W. H. T. B. Ltd.**, 10, Southbourne Rd., Southbourne, 1022. [3792]

£350 1937 Triumph Vitesse 14/4 sports saloon, smart appearance, excellent performance, good tyres.—**British Motors**, 180-184, West End Lane, N.1. [4318]

1948 Triumph razor-edge saloon, black, choice of magnificent cars; exchanges and terms.—**Swanmore Garage**, 1,176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. [3792]

£350 1937 Triumph Vitesse 14/4 sports saloon, £350 by instalments;—1937 Triumph Vitesse 14/4 14hp saloon; 3 months' written guarantee; £230.—**Stuart, Wilton, 353, Finchley Rd., London, N.W.3**. [4462]

£230 1948 14hp saloon; 3 months' written guarantee; £230.—**Stuart, Wilton, 353, Finchley Rd., London, N.W.3**. [4462]

TRIUMPH 1949 14/4 1930 saloon, mechanical, black leather upholstery, excellent condition throughout, good tyres; £450.—**Hermit Coachworks**, 250, Belsize Rd., N.W.6. [4341]

1949 Triumph Roadster, polychromatic grey, 8,000 miles, immaculate condition, one owner, £1,000.—**Ernest Sutton, 180-184, West End Lane, N.1**. [3655]

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1949 Triumph 1800 (July, 1946) Roadster, silver grey, maroon leather, windstone horns, good tyres, one careful owner, exceptional condition, taxed; terms; exchanges; list: open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube) Ltd.**, Hampstead 6030. [3660]

TRIUMPH 1949 14/4 1938 black chrome saloon, 2-litre, owner-driven, ex. condition, total mileage 58,000, recellularised 1946, thorough overhaul 1948 costing £180; price £500 or owner would consider exchange terms for 8-10-hp car.—**Briery, 95, St. Andrew's Road North, St. Anne's-on-Sea**, Tel. 1698. [3660]

Triumph Cars Wanted

C THE CAR MART, Ltd., offer 1947 Triumph roadster, small mileage, exceptional condition, finished metallic silver; £765, 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. [3170]

899 1948 Triumph roadster, metallic silver, with blue leather upholstery, many extras, low mileage.—**Raymond Way, Canterbury Rd., Kilburn, N.W.5**. [3644]

1948 1948 Triumph 2000 roadster, bronze/red leather, 1 owner, any inspection, 3 months' guarantee; £995.—**Trinity Cars, Ltd.**, 94, North Side, Wandsworth Common, S.W.18. Battersea 1. [3699]

R OSE & YOUNG, Ltd., offer 1947 Triumph roadster, small mileage, exceptional condition, finished metallic silver; £765, 65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6464. [3170]

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BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.1. [4251]

T NEWNHAMS, Ltd., offer:—

TRIUMPH Spares and Service

T RIUMPH specialists; service and spares for all models, including Dolomite type radiator grilles.—**Newnhams**, 235, S.W.1, 10, Hammersmith Rd., W.6. Tel. 4646. [1535]

B RIL ROY, Ltd.—Triumph spares, complete stock wholesale and retail.—161, Gt. Postland St., W.1. Langham 7733.

T RIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [3055]

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockists in Britain of spares and service exchange assemblies.—**Standard & Triumph Sales**, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

CAR MART, Ltd.

TRIUMPH Spares and Service

1947 Austin 8 utility; £540.—**Car Mart**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3434]

COACHCRAFT offer:—

£425 attractive dual purpose vehicle, in very superior condition throughout; A.A. or R.A.C. inspection terms and exchanges.—**COACHCRAFT**, Elm Rd., Evesham. Tel. 6539. [1430]

G.P. (BALHAM), Ltd., offer:—

120 gms.—1938 Morris 8 utility replacement engine, any trial.—**Balham Hill**, S.W.12 (10 lines Clapham South Tube). Batt. 1107-8-1. [1016]

1949 Bradford utility de luxe, in beige, excellent condition, guaranteed; £550. [1435]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, 2241. [3834]

1939 Hillman 8 with utility bodywork system, for four very attractive body. [3835]

ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gis. 2234. [1364]

1949 Bradford utility in blue, one owner, well maintained, superb condition, guaranteed; £525. [1436]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, 2241. [3834]

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R. HARDY & SON, 55, Marylebone High St., W.1.

R. WEIL 1101. Spares, reconditioned unit service and repairs for all Wolseley series models. [0971]

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3

(Flaxman 8181). For Wolseley series complete overhauls, coachwork and reconditioned engines. [0277]

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Uxbridge Rd., Harrow, Middlesex. Tel. Grimsby 561.

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ENGLAND'S easiest hire purchase terms.

LOW deposits drive away same day.

EVERY car guaranteed for 3 months.

£475—1940 Austin 10/4 4-door de luxe sun saloon, this beautiful car is in immaculate condition, reconditioned engine, just fitted 5 new tyres, beautifully finished in black with natural hide upholstery; £195 deposit.

£375—1938 Austin 12/4 4-door sun saloon, this is a really expensively resprayed black with brown hide upholstery, engine recently reconditioned, 5 practically new tyres, a splendid car, in showroom condition; £125 deposit.

£335—1940 Austin 8 4-seater roadster, fitted with new hood and screen, resprayed black with brown hide upholstery, engine recently fitted, 5 brand new tyres; £110 deposit.

£335—1938 Hillman 14 4-door de luxe saloon, a really immaculate car, finished in black red leather upholstery, in exceptional mechanical condition and remarkable performance; £110 deposit.

£465—1938 Rover 10 4-door de luxe sun saloon, an exceptional car, 2 owners only from new, beautifully finished in black with real blue leather upholstery; £170 deposit.

£415—1939 Austin 16/6 4-door de luxe sun saloon, a really resprayed black, lined good with natural hide upholstery, practically new tyres, this car in all respects is comparable to new; £135 deposit.

£295—1937 Ford V.8 30hp sun saloon just resprayed black with fawn red upholstery, new engine recently fitted, in really nice condition throughout; £95 deposit.

£365—1947 (registered) Vauxhall 12 4-door de luxe sun saloon, this car has been completely resprayed in black and reupholstered throughout in leatherette, new headlining and carpets, 4 practically new tyres, throughout an immaculate car; £120 deposit.

WILL you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

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200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (105 yds from Finsbury Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

ROBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

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R S R OWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days. Saturdays, Hampstead 6041 (10 lines). [0996]

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MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.

M ARBLE 10185

SERIES M Morris 10 and Austin 16.—S. Bowen & Sons, Hillside Garage, High St., Edgware. [0947]

F AST SHEEN.—Cresswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612. [0375]

8 and 10hp cars, 1938 onwards, wanted.—Full details to Jennings Bros., Motors, Ltd., Sutton Coldfield.

P RIDE & CLARKE, Ltd., offer immediate cash payment for any make or model: quotation by return. Stockwell Rd., S.W.9. Bri. 6251. [0734]

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [0206]

M AYLOR & ROOT, Ltd., are cash buyers of Austin 10, 12, 14, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley, 25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [0347]

G ENUINE low-mileage cars wanted urgently; hire purchase, insurance road tax, on the spot: types, batteries, accessories, away 40-50 cars to choose from at King's Motors, 1, High St., Ilford. Hous. 5352. Have a walk round our showrooms; no obligation to buy—no badgering or worry: please yourself.

AMBULANCES

A MBULANCES.—Civilian models, immediate delivery: A large selection.—Lawton-Goodman, (Ambulance Makers), 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [0724]

MOTOR COACHES

R OSE & YOUNG, Ltd., offer 1937 Dennis coach, 20-seater, forward drive, sun roof, twin rear wheels; bargain; £225—55-59, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill station). Tulse Hill 6464. [1371]

1949 Austin 12-4 truck, good runner, £75—1937 Nash 22hp chassis. [0500]

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COACHCRAFT offer:—

£135—1937 Morris 10hp 10cwt forward control van, exceptionally good order throughout, £50 overhauled a few weeks ago by local agents, details of work can be supplied, several new tyres, taxed and ready for immediate use, delivery of new van cause of sale.

£190—1940 Hillman/Commer 10hp 10cwt van, attractive modern vehicle, in very superior order throughout, engine stripped by us and new components fitted as necessary, good tyres, taxed.

1949 Ford 10cwt van, 6,000 miles, as new, offers invited, terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [4128]

H. A. SAUNDERS, Ltd.

1946 Austin 10cwt van; £375.

H. A. SAUNDERS, Ltd.

1949 Austin A40 van, 15,000 miles; £635.

A USTIN House, 144, Golders Green Rd., N.W.11. Speedwell 0011. [0302]

J ACQUILER, Ltd., offer.—

1949 (ex-W.D.) 15cwt truck, 4x2, excellent condition; £115.

1949 25cwt van, exceptionally good body and chassis; £125.

1949 BREAKDOWN, twin booms, power operated equipment, side jacks, etc., fitted on 3/5-ton Ford chassis, reconditioned engine; £395.

1949 NORD Mercury factory low loader, 6x4ft platform, twin rear; £175.

1949 CLARKSON tractor, excellent condition; £175.

1949 DODGE ex-W.D. 3/5-ton l.h.d. truck, fitted twin rear, exceptional condition; £225. Another, right-hand drive, dropside truck, low mileage, single rear; £175.

1949 A USTIN ex-W.D. 30cwt truck, excellent condition; £175—£225. Hammersmith Rd., W.8. Riverside 6677-8. [1704]

K ING'S MOTORS, offer:—

M ORRIS 8 van, 42, Fordson van, 37 Morris 10 van.—

King's Motor, 1, High St., Hounslow. Tel. 3532. [4418]

S ELBORNE (MAYFAIR), Ltd.

1949 Jowett Bradford utility, 3,200 miles only.

82, Park St., W.1. [12882]

DICKS CAR SALES offer:—

1949 Austin A40 van, low mileage, positively unmarked; £625.

DICKS CAR SALES, 385-401, High Rd., Kilburn. [5288]

P ALMOTORS, Ltd., offer:—

A LIMITED number of unregistered Bedfords for immediate delivery.

B EDFORD 30cwt van (2 sizes).

B EDFORD 3.5-ton chassis and cab.

B EDFORD 5/5 trucks.

THE above vehicles are rebuilt, fitted with new coachbuilt bodies and are indistinguishable from new, carrying a 6-months' warranty; trade invited: exchange and deferred terms.—32, York St., Twickenham. Tel. Poplar 1890 and 7087. [3498]

H AROLD RADFORD & Co., Ltd.

1949 Jowett Bradford Utility, 5,800 miles.

1949 Fordson S5wt Utility, 17,000 miles.

H AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). OLDSTOCK ENGINEERING, Ltd.

1947 Standard 14hp van, choice of two.

H OLDSTOCK ENGINEERING, Ltd., Sittingbourne. Tel. 832. [3754]

K INGS MOTORS, of Hounslow, offer:—

£310—1942 Fordson 10hp van, unwritten body, completely overhauled throughout. new tyres.

38 Morris 8 van, unwritten body, fitted 3 new tyres, 2 very good, 40mpg, sound condition; £175 or offer.

37 Morris 10 van in grey primer, a good reliable vehicle; £195 or offer.

K INGS MOTORS, 1, High St., Hounslow. Tel. 3532. [3553]

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 Reliant 3-wheeler van, mileage 500, colour blue, bargain; taxed: £225. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [13851]

1949 Austin 25cwt 3-way van, small mileage, in primer; £600.

PARSONS & PARSONS (GARAGES) Ltd., Potter St., Harlow. Potter Street 121. [2016]

MOTOR HEARSE

A LPE & SAUNDERS Immediate Delivery: Highest Quality 1950 Hearse, Guarantee Certificate.

A USTIN Sheerline, or pedestal body chassis with brass Deck or Beemer bodies.

1938 Eighteen Austin 7ft 3in Deck Hearse, four bearer, lavishly equipped. 1950 Coachwork, Also.

B RAND new Silver Wraith, unregistered new Hearse, £5,780. Immediate Delivery, Also.

R OLLS-ROYCE 1937 30hp and modern Phantoms, latest designs, exclusive equipment. Seen

A LPE & SAUNDERS, Limousines and Hearses, Providence Court, North Audley St., Mayfair 2941. [13846]

THE best hearse in the country is built by Woodall Nicholson, Ltd., Well Lane, Hainault. Second-hand usually in stock. Est. 1846. Tel. 4231.

125 3—Armstrong 20 horse, 4-bearer, recond.

125 engine; deferred terms; also streamlined 4-bearer, body any long chassis, £65.—Taylor 37, Elstaston Place, S.W.7. Western 0489. [2698]

A RTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman and Austin Sheerline jumbo chassis.

B RIDGE St., Northampton. Tel. 907. [6613]

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R AYMOND WAY.

1938 Morgan 3-wheel. £125.

M ARBLE ARCH (WATFORD):—

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WE welcome part exchanges; cars and commercial vehicles bought for spot cash; H.P. and insurance arranged.—Call, phone, or write.

M ARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. 4491. [3883]

3-WHEELERS

M ARBLE ARCH (WATFORD):—

1938 Morgan 3-wheel. £125.

MOBILE CANTEENS, KITCHENS, ETC.

FISH and chip mobile canteen, ready for use; £150—209, Northolt Rd., S. Harrow. Byron 3666. [3898]

1948 Austin 25cwt canteen, 5,000 miles only, fitted frying equipment, stainless steel sink, cupboard, side table, with awning; £625.

G EORGE NEWMAN & Co., 363, Euston Rd., N.W.1. Euston 4466. [3880]

MOBILE shops, kiosks, offices, canteens, fish and chip, ice cream, snack bars, from £100; delivery from stock; hire purchase, lists and illustrations on application.—Lawton, Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1947]

1948 Austin 25cwt van, 15,000 miles, £150; delivery from stock; hire purchase, lists and illustrations on application.—Lawton, Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1947]

1948 Reliant 5cwt van, 1st year, £150; delivery from stock; hire purchase, lists and illustrations on application.—Lawton, Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1947]

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KEVLILL-DAVIES & MARCH, Ltd.,
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ATHONY CROOK.—Bristol, all models, including A type 401 4-5-seater on view also Bristol type 400 saloon; used models available, the advantages of dealing with leading distributors will be obvious.—Town End Caterham Hill, Surrey. Tel. 2233.

BUICK.—Solo concessionaires Lendrum & Hartman, Ltd., Buick House, Albermarle St., London, W.1. Tel. Regent 7121.

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JOWETT main agents for Manchester—Saxon Jetter, 20, Weston Park, Weston-super-Mare, Avon. Tel. 3446-5340. Spares in stock. [0429]

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745c., 750c., 755c., 760c., 765c., 770c., 775c., 780c., 785c., 790c., 795c., 800c., 805c., 810c., 815c., 820c., 825c., 830c., 835c., 840c., 845c., 850c., 855c., 860c., 865c., 870c., 875c., 880c., 885c., 890c., 895c., 900c., 905c., 910c., 915c., 920c., 925c., 930c., 935c., 940c., 945c., 950c., 955c., 960c., 965c., 970c., 975c., 980c., 985c., 990c., 995c., 1000c., 1005c., 1010c., 1015c., 1020c., 1025c., 1030c., 1035c., 1040c., 1045c., 1050c., 1055c., 1060c., 1065c., 1070c., 1075c., 1080c., 1085c., 1090c., 1095c., 1100c., 1105c., 1110c., 1115c., 1120c., 1125c., 1130c., 1135c., 1140c., 1145c., 1150c., 1155c., 1160c., 1165c., 1170c., 1175c., 1180c., 1185c., 1190c., 1195c., 1200c., 1205c., 1210c., 1215c., 1220c., 1225c., 1230c., 1235c., 1240c., 1245c., 1250c., 1255c., 1260c., 1265c., 1270c., 1275c., 1280c., 1285c., 1290c., 1295c., 1300c., 1305c., 1310c., 1315c., 1320c., 1325c., 1330c., 1335c., 1340c., 1345c., 1350c., 1355c., 1360c., 1365c., 1370c., 1375c., 1380c., 1385c., 1390c., 1395c., 1400c., 1405c., 1410c., 1415c., 1420c., 1425c., 1430c., 1435c., 1440c., 1445c., 1450c., 1455c., 1460c., 1465c., 1470c., 1475c., 1480c., 1485c., 1490c., 1495c., 1500c., 1505c., 1510c., 1515c., 1520c., 1525c., 1530c., 1535c., 1540c., 1545c., 1550c., 1555c., 1560c., 1565c., 1570c., 1575c., 1580c., 1585c., 1590c., 1595c., 1600c., 1605c., 1610c., 1615c., 1620c., 1625c., 1630c., 1635c., 1640c., 1645c., 1650c., 1655c., 1660c., 1665c., 1670c., 1675c., 1680c., 1685c., 1690c., 1695c., 1700c., 1705c., 1710c., 1715c., 1720c., 1725c., 1730c., 1735c., 1740c., 1745c., 1750c., 1755c., 1760c., 1765c., 1770c., 1775c., 1780c., 1785c., 1790c., 1795c., 1800c., 1805c., 1810c., 1815c., 1820c., 1825c., 1830c., 1835c., 1840c., 1845c., 1850c., 1855c., 1860c., 1865c., 1870c., 1875c., 1880c., 1885c., 1890c., 1895c., 1900c., 1905c., 1910c., 1915c., 1920c., 1925c., 1930c., 1935c., 1940c., 1945c., 1950c., 1955c., 1960c., 1965c., 1970c., 1975c., 1980c., 1985c., 1990c., 1995c., 2000c., 2005c., 2010c., 2015c., 2020c., 2025c., 2030c., 2035c., 2040c., 2045c., 2050c., 2055c., 2060c., 2065c., 2070c., 2075c., 2080c., 2085c., 2090c., 2095c., 2100c., 2105c., 2110c., 2115c., 2120c., 2125c., 2130c., 2135c., 2140c., 2145c., 2150c., 2155c., 2160c., 2165c., 2170c., 2175c., 2180c., 2185c., 2190c., 2195c., 2200c., 2205c., 2210c., 2215c., 2220c., 2225c., 2230c., 2235c., 2240c., 2245c., 2250c., 2255c., 2260c., 2265c., 2270c., 2275c., 2280c., 2285c., 2290c., 2295c., 2300c., 2305c., 2310c., 2315c., 2320c., 2325c., 2330c., 2335c., 2340c., 2345c., 2350c., 2355c., 2360c., 2365c., 2370c., 2375c., 2380c., 2385c., 2390c., 2395c., 2400c., 2405c., 2410c., 2415c., 2420c., 2425c., 2430c., 2435c., 2440c., 2445c., 2450c., 2455c., 2460c., 2465c., 2470c., 2475c., 2480c., 2485c., 2490c., 2495c., 2500c., 2505c., 2510c., 2515c., 2520c., 2525c., 2530c., 2535c., 2540c., 2545c., 2550c., 2555c., 2560c., 2565c., 2570c., 2575c., 2580c., 2585c., 2590c., 2595c., 2600c., 2605c., 2610c., 2615c., 2620c., 2625c., 2630c., 2635c., 2640c., 2645c., 2650c., 2655c., 2660c., 2665c., 2670c., 2675c., 2680c., 2685c., 2690c., 2695c., 2700c., 2705c., 2710c., 2715c., 2720c., 2725c., 2730c., 2735c., 2740c., 2745c., 2750c., 2755c., 2760c., 2765c., 2770c., 2775c., 2780c., 2785c., 2790c., 2795c., 2800c., 2805c., 2810c., 2815c., 2820c., 2825c., 2830c., 2835c., 2840c., 2845c., 2850c., 2855c., 2860c., 2865c., 2870c., 2875c., 2880c., 2885c., 2890c., 2895c., 2900c., 2905c., 2910c., 2915c., 2920c., 2925c., 2930c., 2935c., 2940c., 2945c., 2950c., 2955c., 2960c., 2965c., 2970c., 2975c., 2980c., 2985c., 2990c., 2995c., 3000c., 3005c., 3010c., 3015c., 3020c., 3025c., 3030c., 3035c., 3040c., 3045c., 3050c., 3055c., 3060c., 3065c., 3070c., 3075c., 3080c., 3085c., 3090c., 3095c., 3100c., 3105c., 3110c., 3115c., 3120c., 3125c., 3130c., 3135c., 3140c., 3145c., 3150c., 3155c., 3160c., 3165c., 3170c., 3175c., 3180c., 3185c., 3190c., 3195c., 3200c., 3205c., 3210c., 3215c., 3220c., 3225c., 3230c., 3235c., 3240c., 3245c., 3250c., 3255c., 3260c., 3265c., 3270c., 3275c., 3280c., 3285c., 3290c., 3295c., 3300c., 3305c., 3310c., 3315c., 3320c., 3325c., 3330c., 3335c., 3340c., 3345c., 3350c., 3355c., 3360c., 3365c., 3370c., 3375c., 3380c., 3385c., 3390c., 3395c., 3400c., 3405c., 3410c., 3415c., 3420c., 3425c., 3430c., 3435c., 3440c., 3445c., 3450c., 3455c., 3460c., 3465c., 3470c., 3475c., 3480c., 3485c., 3490c., 3495c., 3500c., 3505c., 3510c., 3515c., 3520c., 3525c., 3530c., 3535c., 3540c., 3545c., 3550c., 3555c., 3560c., 3565c., 3570c., 3575c., 3580c., 3585c., 3590c., 3595c., 3600c., 3605c., 3610c., 3615c., 3620c., 3625c., 3630c., 3635c., 3640c., 3645c., 3650c., 3655c., 3660c., 3665c., 3670c., 3675c., 3680c., 3685c., 3690c., 3695c., 3700c., 3705c., 3710c., 3715c., 3720c., 3725c., 3730c., 3735c., 3740c., 3745c., 3750c., 3755c., 3760c., 3765c., 3770c., 3775c., 3780c., 3785c., 3790c., 3795c., 3800c., 3805c., 3810c., 3815c., 3820c., 3825c., 3830c., 3835c., 3840c., 3845c., 3850c., 3855c., 3860c., 3865c., 3870c., 3875c., 3880c., 3885c., 3890c., 3895c., 3900c., 3905c., 3910c., 3915c., 3920c., 3925c., 3930c., 3935c., 3940c., 3945c., 3950c., 3955c., 3960c., 3965c., 3970c., 3975c., 3980c., 3985c., 3990c., 3995c., 4000c., 4005c., 4010c., 4015c., 4020c., 4025c., 4030c., 4035c., 4040c., 4045c., 4050c., 4055c., 4060c., 4065c., 4070c., 4075c., 4080c., 4085c., 4090c., 4095c., 4100c., 4105c., 4110c., 4115c., 4120c., 4125c., 4130c., 4135c., 4140c., 4145c., 4150c., 4155c., 4160c., 4165c., 4170c., 4175c., 4180c., 4185c., 4190c., 4195c., 4200c., 4205c., 421

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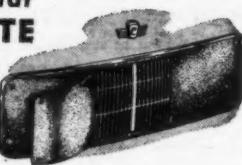
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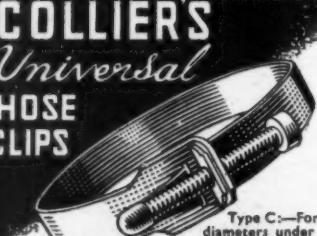
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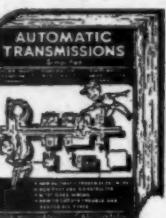
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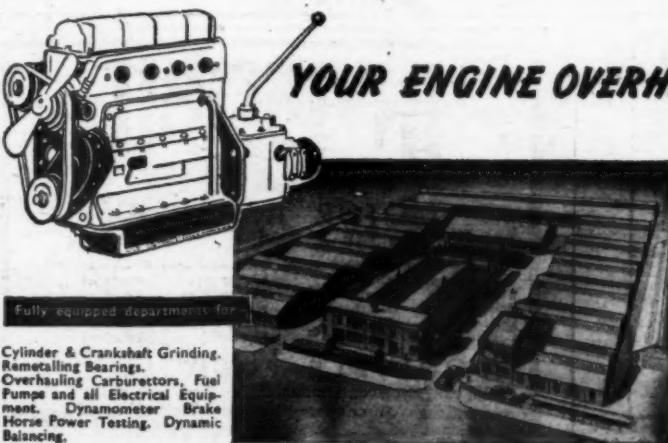
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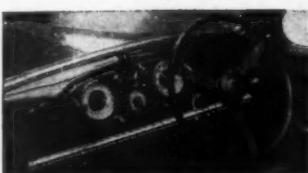
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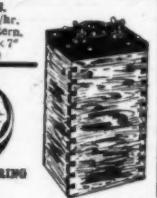
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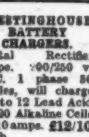
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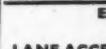
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